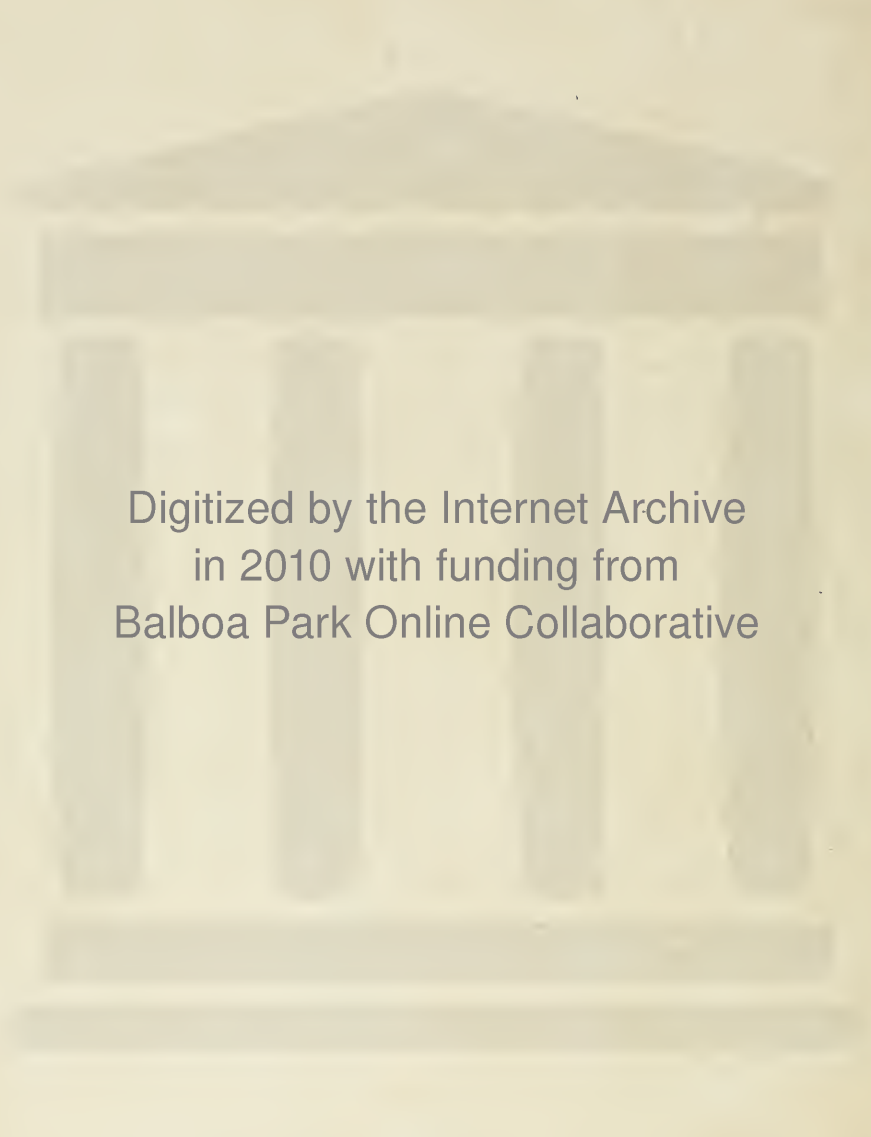


CONSOLIDATOR

JAMES F. HURLEY



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With this, the first issue of your magazine, published by and for the employees of CONSOLIDATED AIRCRAFT CORPORATION, the bouncing baby is hereby delivered to its rightful family. Tomorrow at your picnic, will occur the official christening. One of you has been selected to name the child and, as it comes from a fellow employee, we know the name will be a good one, in keeping with the traditions of its forebears.

As you read this issue from cover to cover, the articles, the jokes, news items, features and advertisements, write down any suggestions you might have. If you like this issue, thanks. If you have any criticisms or suggestions, don't hesitate to write them down clearly and send them in. Each and every member of CONSOLIDATED is a member of the editorial staff, your importance being measured entirely by your active interest at all times.

In reading over the messages of the advertisements appearing within the magazine, remember that the advertisements have been solicited and secured on one basis only, that being that the merchant by advertising, will derive actual benefit through this means of contact with you. No "courtesy" ads, advertisements of questionable products, or of a misleading nature will be either solicited or accepted. Help your magazine, yourself and the advertisers wherever possible by making your purchases through them, mentioning their advertisements in this magazine if possible.

All signed contributions will be welcomed, carefully read and considered, and printed whenever possible. Anonymous communications, whatever their degree of merit, will not be considered. This is in fairness to all parties concerned, and is just good plain business ethics.

Here is your child, take it, lead it by the hand, watch it grow and thrive. Be firm with it, not too indulgent, and your pride as a parent will increase with each issue.

PROVISIONAL EDITORIAL STAFF
More to be added in subsequent issues.

Tod Carter	Hull Dept.
V. O. Castle	Hull Dept.
Norman Davidson	Tool Design
Bud Deacon	Timekeeper
C. Farnsworth	Hull Dept.
R. Pownder	Timekeeper
Robert A. Bussey	Financial Manager
Edgar N. Gott	Advisory Editor
Frank A. Learman	Technical Advisor

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THE PRESIDENT'S COLUMN

It is a pleasure to be able to greet the CONSOLIDATED family through the medium of this magazine. There is a trend among industrial institutions toward the publication of such mediums whereby an organization such as ours can be bound together into a closer relationship, which has heretofore been a difficult task.

For some time the thought of a CONSOLIDATED magazine has been in my mind. It is my belief that such a publication should be a real upstanding periodical, published by its readers, namely the employees of the Company, subject of course to supervision and editing by members of the Company's executive staff. It was with a great deal of pleasure therefore that I concurred in the suggestion that this magazine be published on the above basis.

Space in your magazine is valuable, and I am pleased to know that a section has been reserved for me each month. I plan to use this space insofar as I am able to do so for matters of mutual interest; not to give you any "sales talk" on our product. There is undoubtedly a need in this country for a better understanding of the various interests of our people, which after all are one and the same interests. This better understanding must be the result of independent thought based upon accurate information and sound



MAJOR R. H. FLEET

experience. I shall try to contribute toward this desirable end by applying my information and experience to matters of significance to us all.

We are in a wonderful business. Man's desire to fly is as old as the human race. From the moment that he discovered himself earthbound, he has been struggling to break the chains of

bondage. Through the processes of time and the unfoldment of human intelligence, we have come up through the Stone Age, the Bronze Age, the Iron Age, until at last we have reached the Air Age, with its illimitable possibilities.

The progress of civilization parallels the progress of transportation. There is nothing more important than the transportation of persons, ideas, and products from one point to another. The last few years have seen astounding strides. The telephone, radio, automobile, and lastly the airplane, are figuratively condensing the areas of empires, and conversely augmenting the facilities of trade and commerce. Thirty-three years ago the first airplane flew for twelve seconds. The world applauded the daring feat. Today, CONSOLIDATED is building boats that will fly for over twenty-four hours without refueling. Luxurious passenger ships are carrying passengers, mail and express from coast to coast in as little as fifteen hours. Within a comparatively few years, regular ocean travel by air will be as matter of fact as it now is by water.

Hence it gives us a great deal of satisfaction to know that the business we are in is doing its part in the progress of civilization and that we are coordinating our efforts in continually improving our products.

GREETINGS FROM

OUR CONGRESSMAN

It is my privilege to extend greetings and congratulations to the employees of CONSOLIDATED AIRCRAFT CORPORATION on the occasion of this, the first issue of their magazine.

I have seen your institution grow, from its inception as an ambitious ideal in the minds of forward-looking citizens of San Diego, to its present concrete reality. It has also been my privilege to play some part in the negotiations which finally induced CONSOLIDATED to leave the Buffalo home and migrate to the friendly shores of San Diego Bay. The photograph of the plant which Major Fleet so kindly sent me last January, at that time most impressive, is now completely over-shadowed by the present actual size of your facilities. We are proud to have you in our midst, as fellow citizens, and as a most important factor in the growth and stability of our community. I will look forward to each issue of your magazine

with interest, bringing me first-hand information of your activities and the progress you are making.

Again, my sincerest congratulations.

GEORGE BURNHAM,
Member of Congress,
20th District of California.

OUR MAYOR

San Diego salutes the employees of its premier industrial project, the CONSOLIDATED AIRCRAFT CORPORATION.

This one manufacturing unit, through its national scope, has definitely established San Diego in the front rank as one of the world's greatest aircraft-industry cities.

This newest local factory employs 2,600 San Diego bread-winners for a total of more than 9,000 persons . . . its payroll, all of which is expended in San Diego exceeds \$4,000,000 annually. In addition to lease payments to the city, it pays approximately a quarter-million dollars annually in

city and county taxes. This plant represents an investment in buildings and equipment approximating \$1,000,000. Every possible part of its construction has been given to local contractors and all possible materials and supplies have been purchased locally.

San Diego fully appreciates the immediate and even greater potential importance of this industry. San Diego is alert and eager to cooperate in the fullest measure. With the CONSOLIDATED AIRCRAFT CORPORATION and its magnificent personnel truly San Diego is the air capital of the west.

PERCY J. BENBOURH, Mayor.

MY, OH, MY!

Who is the bright young man in the Engineering Dept. who is soon to be married (or is by now) who was the guest of honor at a bachelor stag party which had some of its fun at that alleged den of iniquity in Tiajuana called El Molino Rojo (The Red Mill) August 21?

SECOND ANNUAL BASKET PICNIC

By G. Newman, Jr.,
General Chairman

The time is at hand for the Second Annual CONSOLIDATED AIRCRAFT Basket Picnic which is to be held at Mission Beach on September 12, 1936. The fun will begin at 2:00 P. M. and will carry on all through the afternoon and evening until midnight. All CONSOLIDATED employees and their families are cordially invited to be the guests of the company on that day. Unmarried employees are entitled to bring a lady or gentleman friend.

It has been almost a year to the day since the last CONSOLIDATED Picnic which is well remembered by those who attended. Last year, however, there were only a few hundred people attending while for this year's picnic over 4,800 have indicated their intention of joining in the fun. Last year's tug-of-war teams will be augmented and strengthened by many new faces. The day will be marked by plenty of entertainment features and a well-filled program of games and contests for young and old alike.

FREE MERRY-GO-ROUND

Four solid hours of merry-go-round entertainment will be provided free for all the children. Free use of the lockers and showers at the plunge will be available and two lifeguards will be on duty all afternoon. Prizes will be awarded to the lucky winners of the swimming races, running races and contests held during the afternoon. Gordon E. Mounce will put on a stunt flying exhibition in our 150-horsepower Fleet and in case you don't know it, you will be able to see the same exhibition which has been put on for foreign nobility.

BASKET PICNIC

Free beer, coffee and soft drinks will be provided for the adults and ice cream and milk will be distributed all afternoon to the children. Because of the tremendous task of preparing and serving food to all of the CONSOLIDATED family it has been decided to make this a basket picnic which means you *Bring Your Own Lunch*. Single men—bring your girls—girls bring the lunch.

Time out will be taken for our picnic lunch from five to six-thirty p. m. and in the evening you shall have the free use of the Mission Beach Casino where Bob Mussen and Bucky Galvin will fill in the intermissions with a few songs. The program for the day is briefly given below:

2:00 P.M. Starting gun—Everyone be there on time.

2:00-3:00 P.M. Children's contests:
Three-legged race for girls and boys.
Shoe race.
50-yard dash.
Peanut Race.
Treasure hunt for the kiddies.
Swimming events.

3:00-3:30 P.M. Stunt flying exhibition by Gordon E. Mounce.

3:30-5:00 P.M. Adults contests:—
Egg tossing contest for the men.
Tug-of-war—watch 10 teams in action.
For the Women:—
Nail driving contests.
Baseball throwing events.
Running races.

5:00-6:30 P.M. Time out for eats.

7:00-12:00 P.M. Free dancing in the Casino with the privilege of walking in and out of the ballroom as many times as you desire. Bob Mussen and Bucky Galvin to furnish the entertainment during the intermissions.

2:00-???—Free beer.

The winning name for your new magazine will be announced during the day.

Suggestions for additional events will be gratefully accepted providing our program time permits.

Be sure to be on hand for this picnic.

REGRETS

Too bad that our two Vice-Presidents, Messrs. C. A. Van Dusen and C. T. Leigh, are not available at the time we go to press to contribute their interesting share to these columns. We are sure, however that the next issue will be all the more enjoyable because of the articles which they will give us.

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Standard Furniture Company
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INTRODUCING OUR CHARTER EMPLOYEE



Leo Bourdon, affable foreman and leader of those hustlers of the welding department was born in the little village of Woodstock, Vermont, in 1886. Woodstock is less than a dozen miles from the birthplace of Calvin Coolidge. In fact Leo knew his father and went fishing with him. The town is a resort town and Leo had the honor of starting the first manufacturing industry there, when he and a younger brother started making skis, first for themselves and the "flying" hops of short duration they got from them, then for guests at the resort who wanted the real thing made by real skiers. One thing led to another and soon there was a thriving industry built up by the brothers.

In 1916 they took a notion that they would like to fly, and proceeded to Marblehead where the Burgess-Dunn tailless plane was being made. They did not learn to fly there, however, as a pilot told them they would have it to learn all over again since the Burgess-Dunn plane was far too stable for real instruction.

They entered the Gallaudet Aircraft factory in 1917. Here they took up and learned flying, (which meant solo in about five to six hours of time)

Leo hung around the factory most of the time and absorbed much information and finally went in the plant to work. Incidentally his advance instruction for flying was taught by none other than the famous pilot Bert Acosta.

In 1917 he went to Louisiana as an instruction pilot for the army. Three crack-ups he put to his credit at this work, and having come out of a rather bad crack-up, went back to his job at Gallaudet in the latter part of '18. Here he gained a wide knowledge of shop procedure by actual contact and work with all phases of aircraft building.

About '22 or '23 Major Fleet came to the plant and this was the beginning of the present manufacturing concern of CONSOLIDATED AIRCRAFT. In about '23 or '24 the plant was moved to Buffalo, N. Y. The Buffalo plant had about ten persons in all when it started operations, Leo Bourdon being of course among them. They manufactured P. T. Training planes in those days. Leo became superintendent at an early date, and then as expansion came he concentrated on the guidance of the welding department which of course became more and more important with the widespread infusion of the steel tube form of airplane construction, and he has specialized in leadership of this department, with short interruptions, ever since.

Leo Bourdon can really be called the oldest employee in point of service with CONSOLIDATED, since he was already employed by the parent concern when it became CONSOLIDATED. It's a long hop from skiing to foreman of one of the busiest departments in the plant, but the little start at hand fashioned skis has led Leo a long way!

Glen Orcutt states that he caught three yellowtail and three barracuda while fishing last Sunday. But you should have seen the one that got away!

DECALOGUE FOR DRIVERS

Many good ideas are given to drivers of cars with hopes of saving life and limb.

The "Ten Commandments" by Bishop Geo. Craig, of Evanston, Ill., as a "driving decalogue" for motorists seems to hit the nail on the head. I suggest that you clip the "Ten Commandments" and paste them on your windshield.

1) Thou shalt keep "safety first" ever before thee.

2) Thou shalt not make of thyself a dangerous nuisance, nor the likeness of anyone that grabbeth the road beside and the road ahead and cutteth in and out of the line.

3) Thou shalt not take the laws of the State in vain for the cop and the judge will not hold him guiltless that taketh the laws in vain.

4) Remember thy brakes and tires and take curves slowly.

5) Honor the red lights and the green lights that thy days may be long in the land which the Lord Thy God giveth thee.

6) Thou shalt not kill.

7) Thou shalt not stop abruptly.

8) Thou shalt not steal past a street car, loading and unloading.

9) Thou shalt not flash big lights against thy neighbor.

10) Thou shalt not shove-it thy neighbor's car, nor his fenders, nor his bumpers, nor his locks, nor his glass, nor anything that is thy neighbor's.

By No. 1871.

A Scotchman was storm-bound on the Shetland Islands. A ten days' blizzard being predicted, he radioed his firm in Edinburgh for instructions. Promptly the reply came, "Take your vacation, starting yesterday."

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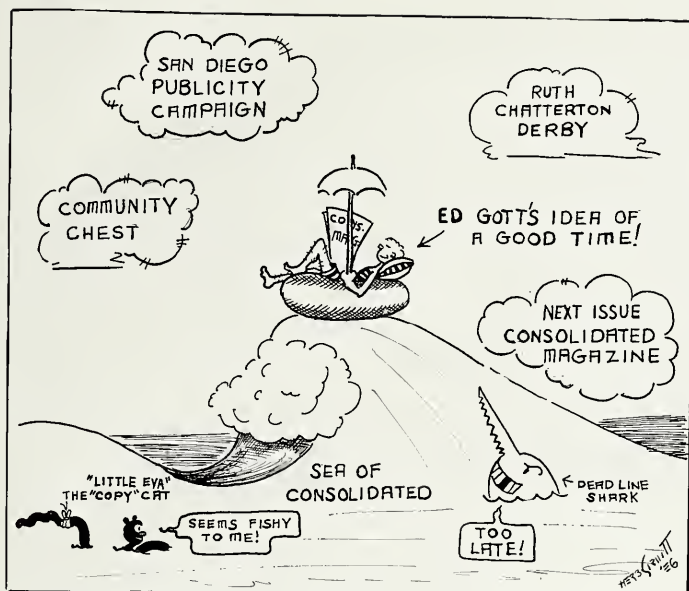
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TO THE EDITOR

Buffalo, N. Y.
August 31, 1936

Mr. Edgar N. Gott,
Caretaker,
California's Latest Publication,
c/o CONSOLIDATED AIRCRAFT
CORP.,
San Diego, California.

Dear Ed:

Thanks for your letter—the Gold-
en State (now slightly pink?) has
done so much for the East—you have
given us Dr. Townsend, EPIC,
Utopia, Mae West and now comes the
CONSOLIDATED "Bugle." How
can we ever repay you? It seems Ma-
caulay of the Chamber and Port Di-
rector Brennan overlook no opportuni-
ties to explain the weather and defend
the harbor of your fair city.

I thing the idea of modestly ex-
tolling the virtues of CONSOLI-
DATED'S employees by means of
the "Bugle" is a good one—as the
Eastern papers can't get much infor-
mation on your activities from the
weekly visits of your ranking execu-
tives. Then again if you can't buy
what you want it sometimes becomes
necessary to produce it—Major Fleet
has often told me the thing he missed
most out there was the New York
Times.

Van Dusen was through here the
other day, said PBY production was
going strong and the plant expansion
was well under way. Asked about the

weather he said he hadn't noticed it
except through the open window.

Local salesmen are still waiting
around our lobby to see Chuck Leigh.
One said last week he had only seen
Chuck once in the last four years but
he still had hopes.

Ed, you might tell Jack Rombach
I heard there was an experienced air-
plane mechanic, named Smith, out of
work in Bangor, Maine. I don't think
Jack needs to send an employment
man up there, a cleverly worded tele-
graphic offer might do the trick.

Please extend my congratulations to
Mr. and Mrs. Bill Wheatley, I think
Bill has Olivia beaten—cause Bill is a
darn good flyer also.

We understand another Investigat-
ing Committee is looking into
Mounce's activities, resulting in the
present unpleasantness in Spain. I fear
Gordon did go a bit too far.

When Jack Thompson was here
two weeks ago he only complained
about two things: the heat encount-
ered while crossing the continent and
of the stewardess who awakened him
before each landing; when asked if he
was called or nudged, Jack only
blushed.

Van says you recently employed the
best Carpenter the Navy ever had and
that he is busy building a new Cab-
inet—congrats to both Conair and
Doc.

We have been expecting Mac Lad-
don back here all summer—in fact we
have pumped Ellicott Creek about dry

—keeping the fairways green like they
are in San Diego. Please tell Mac I still
have his clubs, that is all but No. 3
that Ray Whitman wrapped around a
tree on No. 17 last week.

Awfully sorry to hear about Ray-
mond Madison breaking his right arm
—guess we will have to wait a little
longer for that check. Believe me their
Buffalo friends enjoyed seeing Kay and
Ray on their recent visit here.

Dave Fleet will be interested to
know that a fellow has 4 or 5 acro-
planes going night and day on Sheri-
dan Drive. He seems to have every-
thing but customers.

Did you hear that Henry Holland
was joining up with a Side Show—
"as a freak with the longest legs in
the world"—he can stand with one
foot in San Diego and the other in
Buffalo.

A German fellow told me the other
day he had written the Major about
leasing some of your ground across
the street from the plant—said he and
a fellow named Kelley were going to
start a high class Fish Fry Joint, Jim
thinks there are millions in it.

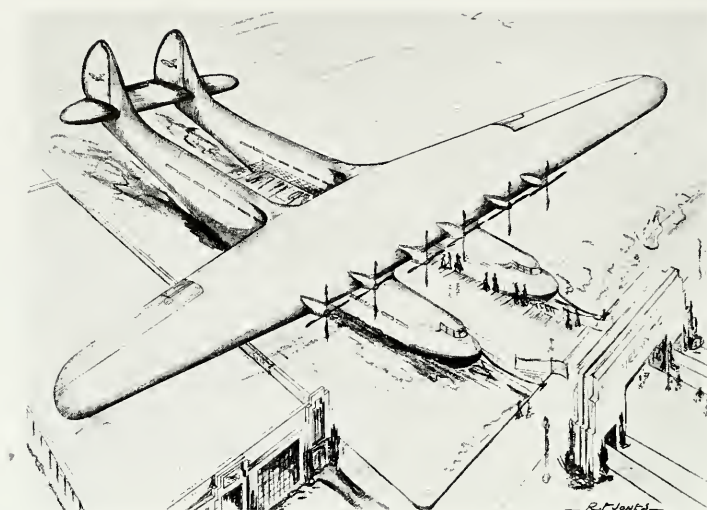
Congressman Jim Mead was in the
other day and showed me a Bill he is
sponsoring in the next session to have
Major (congrats Lee) Hurd trans-
ferred back to Buffalo. He said western
New York farmers were fighting a
losing battle against woodchucks since
Hurd left.

Just a year has passed since you
fellows moved to California. All of
us miss our many friends very much
indeed. We wish your organization
and every individual in it all of the
good things in life—may you all con-
tinue to prosper and send the products
of your ability and skill to the four
corners of the earth. Major—the last
12 months have again demonstrated
that the pioneer spirit in this country
still lives. Your Father and Mother
crossed our western plains in prairie
schooners. You have successfully
transplanted a thriving industrial en-
terprise from the eastern shores of Lake
Erie to San Diego bay on the Pacific—
a real accomplishment deserving gen-
uine applause. My congratulations
Your growing establishment will
prove to be a great asset to our Gov-
ernment. There remains only to wait
and see what Sandy will do.

And now by Gott I bid you all
goodnight.

LARRY BELL.

That beautiful crooner's voice com-
ing from the Machine department be-
longs to speed lathe "Scotty" Scott,
with aspirations to be a radio an-
nouncer with singing as a side line!



LOOKING TO THE FUTURE

By I. M. Laddon, Chief Engineer

Flying three hundred thousand pounds through the air at more than four miles per minute may seem fantastic but present design trends indicate that we may expect flying boats of this size and speed within the near future. Larger and faster flying boats with long range and commodious passenger facilities for fast inter-continental transportation at lower cost.

Our Engineering Department has made a study of a flying boat based on characteristics of racing type seaplanes which have attained speeds of 440 miles per hour. Making appropriate changes in size and improvements consistent with present day knowledge the general appearance and performance of a large flying boat has been determined. A maximum speed of 260 miles per hour with a cruising speed of 230 miles per hour are attainable. One hundred and fifty passengers can travel in this air liner amid luxurious facilities for recreation and traveling comfort. Extra-fare passengers can enjoy the privacy of staterooms while others will be provided with commodious pullman seats convertible to sleeping berths for overnight travel. The state rooms and recreational facilities will be housed in the wing. The twin hulls will carry a majority of the passengers and part of the crew of twenty, as well as tons of express and mail. Fuel tanks in the outer wing panels will carry over 15,000 gallons of gasoline which

will be sufficient for 4000 miles of flight.

The design of the twin hulls is based on the most advanced type tested by the National Advisory Committee for Aeronautics at Langley Field, Virginia. This type gives very low water and air resistance.

Each of the six 16 $\frac{3}{4}$ foot propellers is driven by two 1500 horsepower engines housed in the leading edge of the wing where they can be serviced in flight. The streamlined structure supporting the propellers will contain the power plant accessories. The total combined output of the engines will be 18,000 horsepower approximately half of which could be disconnected for servicing in flight.

Although this design study was based on light gasoline engine design, great strides are being made in Diesel engine development so that it is reasonable to believe that they also may be available for airplanes of this size. The Diesel engine would give even greater efficiency resulting in lower cost of operation.

A landing speed of 60-75 miles per hour (dependent upon loading) will be obtained by the use of wing flaps and is considered entirely safe for a flying boat of this size. The application of twin hulls to this design permits a wider distribution of weight along the wing span with a corresponding reduction in wing weight.

An initial wing loading of 46 pounds per square foot will insure rid-

ing comfort hitherto unknown. Although the range of the airplane would permit circumnavigation of a storm area, it is not believed that the craft would be uncomfortable if driven through mild storms. Wing loadings have successfully increased from 15 to 30 pounds per square foot with increase in size of much smaller flying boats. This increase in loading has been accompanied with increased comfort and therefore, a still further increase is logical especially for long range where a considerable change in weight occurs due to consumption of fuel.

More technical data are accumulating daily toward the solutions of the problems accompanying the development of large aircraft. Devices for control of super-sized aircraft are rapidly being worked out so that great forward strides are inevitable.

Stanley Greenleaf of the Wing Department became an Inspector September 1. Congratulations Stan!

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Uncle Sam's Coastguard Service

The Coast Guard Air Patrol Detachment in San Diego is temporarily located on the property of the Airtech Flying Service at Lindbergh Field at the present time. This detachment is under the command of Lieut. S. C. Linholm, and Lieut. A. J. Hesford is Executive Officer. Machinist C. H. Harris and Radioman, first class, C. H. Allen are the other Coast Guard Pilots in addition to Lieutenants Linholm and Hesford. The present complement is twenty-one enlisted men consisting of Aviation Machinists' Mates, Radiomen, and a Yeoman.

At present there are ten Coast Guard Air Stations, which are located as follows:

Salem, Mass.; Long Island, N. Y.; Cape May, N. J.; Charleston, S. C.; Miami, Fla.; St. Petersburg, Fla.; Biloxi, Miss.; San Antonio, Texas; San Diego, Calif.; Port Angeles, Wash.

The present property in use by the Coast Guard at San Diego consists of a hangar, radioroom, and office. The plane equipment of this very active unit of the Coast Guard consists of one RD-4 Douglas Amphibian, one JF-2 Grumman Amphibian and one O2U2 Vought Corsair Landplane.

At the present time, under the direction of Supervising Engineer W. J. Ashley, there is in the process of building, the permanent location of the future Coast Guard Air Station in San Diego. The property will cover an area of approximately eleven acres. This property is located on the southwest corner of Lindbergh Field. The buildings to be erected will be a hangar building, garage, mess hall and barracks. A ramp will be constructed on the south side of the property for use of seaplanes. The hangar building in addition to the hangar proper will consist of the Operations Office, Maintenance Office, Machine and Carpenter Shop, Storeroom and Paint Shop, and Radioroom.

When the new station is completed the full complement will be assigned to it and in addition to whatever officers may be assigned will include thirty-four enlisted men of various ratings.

It is estimated that the new station will be completed in March, 1937 and it will be the most modern Air Station in the Coast Guard, as it is the last to be completed and all improvements over other stations of this kind will be made. Newer and more modern planes will be assigned to the station when completed.

Besides the Air Patrol Detachment there are two 165-ft. Coast Guard Patrol Boats stationed in San Diego. These boats are the Perseus, in command of Lieutenant-Commander J. H. Byrd, and the Calypso in command of Lieutenant A. G. Morrill. The Calypso will be replaced this fall by the Coast Guard Cutter Itasca which is a much larger ship. The planes and ships often work together in carrying out the duties of the Coast Guard. These general duties are as follows:

(a) Rendering assistance to vessels in distress and saving life and property.

(b) Protection of the customs revenue.

(c) Destruction or removal of wrecks, derelicts, or other dangers to navigation.

(d) Extending medical aid to vessels engaged in deep-sea fisheries.

(e) Operating as part of the Navy in time of war or when the President may so direct.

(f) Enforcement of laws relating to immigration, quarantine and neutrality.

(g) Suppression of mutinies on merchant vessels.

(h) Enforcement of navigation and other laws governing merchant vessels and motor boats.

(i) Enforcement of laws to provide for safety of life on navigable waters during regattas or marine parades.

(j) Protection of game and the seal and other fisheries in Alaska, etc.

(k) Enforcement of sponge fishing law.

(l) Administering oaths generally in Alaska.

(m) Collecting statistics regarding loss of life and property on vessels.

Coast Guard planes regularly make patrols of the International Border operating in conjunction with the Customs Service in preventing the smuggling of liquor, narcotics and aliens and also planes make off-shore patrols searching for vessels that might be engaged in smuggling activities. Little of this very important service is known to the public.

Rendering assistance and extending medical aid to vessels is probably the most important service that Coast Guard planes render and for this reason more than anything else aviation has gained a permanent place in the Coast Guard.

Many calls for assistance or medical aid have come in where it is necessary to go hundreds of miles to sea to give whatever aid or assistance may be necessary. Before aviation in the Coast Guard was established it took many days for Coast Guard vessels to perform this duty. Now it takes but a few hours. Whenever calls come in for aid or assistance where it is necessary to go to sea for more miles than the cruising radius of a plane, a Coast Guard cutter is immediately dispatched to a rendezvous at sea carrying a supply of aviation gasoline and oil on board and the plane is thereby refueled at sea thus saving valuable time where time is very important. The Coast Guard plane has proven its worth many times in locating vessels in need of assistance or those that might have been reported missing. A Coast Guard cutter would have to cruise around many days before it could locate a vessel supposed to be in a certain locality whereas a plane can locate it in a few hours.

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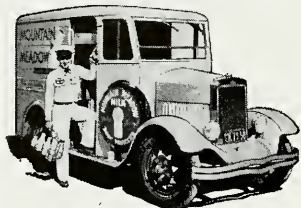
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Community Chest

The San Diego Community Chest drive will take place September 21 to October 9, 1936.

All of us are urged to help this worthy cause to the fullest extent of our ability.

The Community Chest makes possible many welfare organizations which take hold where Federal, State and County relief stops, thus completing a task already started. Governmental relief agencies are tapering off, and although there is a steady increase in employment in the country, we always have the poor and unfortunate with us, and it is our duty as more fortunate members of society to give them the best break possible.

The solicitation of funds has been arranged in such a manner that contributing will not in any way be a burden or trouble to you, and payments may be carried on in modest sums throughout the year. *Helping the Community Chest helps your community. Helping your community helps you.*

LOVE AT FIRST SIGHT?

We are led to believe that Hank Fink just LOVES (?) the flower beds along the Expo midway. In fact it is reliably reported that he is even considering sleeping there. What's so attractive Hank?

WATTS THAT?

Adv. appearing in local paper. "Watt wants work. Watt works willingly, wears well; wakeful, worthy. Watt won't waste words. Works without whining. Who will work Watt? Why wait when Watt will welcome work?" Can this be one of our Watts?

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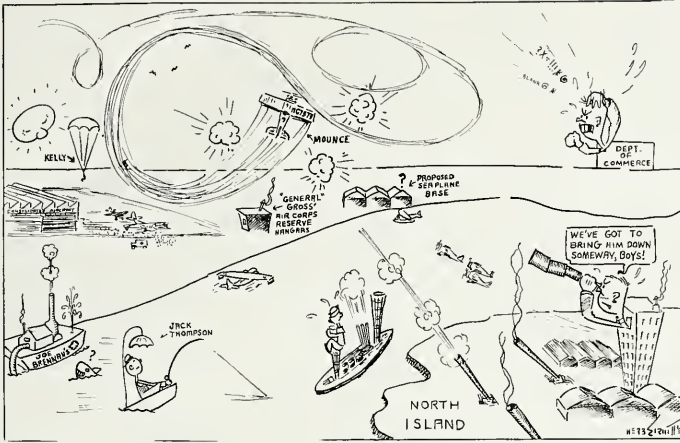
Holy yumping jelly beans and sweet bottled doughnuts! As copy is being rushed to meet the printing deadline of this, the first issue of the as yet unnamed Consolidated employees' magazine, there is every indication that the Barnes Chase Company who so kindly consented to judge the *Winnah*, the lucky *Winnah*, of the magazine naming contest, will literally be swamped with as many sparkling, new, original and clever names as there are rivets in the PB Y-1s and 2s together! A tremendous enthusiasm seems focussed upon the naming contest and heaven help the judges with that heap of bell-ringing names from which to select the winner. Tomorrow at the picnic some lucky *Winnah*, some name concocting genius, someone of a whole slough of name-concocting geniuses, will have been selected and have bestowed upon himself as *Winnah*, twenty-five good old-fashioned American jean jingling beans! Congratulations to everyone! The winner, whoever that person may turn out to be, had one tough bunch of competition!

Three men came to the railroad station to catch a train. The train was not ready so they dropped into a bar for refreshments. Suddenly they remembered the train, rushed across the street and through the gate. The first man caught the train handily, the second by the skin of his teeth, the third one missed it. Returning to the friendly bar, he wept. Said the bartender "Buck up, your friends caught it all right, didn't they?" "Yeshir they did, hic, but thass no help." "Where were they going?" "I donno —they come down to see me off."

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THE GROUND'S THE LIMIT

By Gordon Mounce

Some competitive demonstrations in Europe take on the aspect of an air circus.

The first competitive demonstration in which CONSOLIDATED competed was held in Lisbon, Portugal, at the Cintra Military Airport. The competition consisted of the English Avro, English Tiger Moth, English Blackburn, French Caudron, Italian Caproni and our FLEET.

The writer was under the impression that the competition would be held, showing speed, strength, maneuverability, etc. However, in Portugal the officials took the pilots' word for speed, rate of climb, etc., which left the competition nothing but an acrobatic show.

The first ship to take the air was the French Caudron, whose performance was not very startling. The next ship was the Caproni. The Avro then took the air and things began to happen. This pilot put on an exhibition of crazy flying, loops where he blew the dust off the ground, and other acrobatics.

Next the English Blackburn—he put on a similar exhibition. The English Tiger Moth then took the air. The pilot did a beautiful job of flying. The writer was standing near the General and his commission and saw that they were very much impressed with this particular airplane, due to its performance. The pilot of the Tiger Moth then came down in a series of very low stunts. At the end of one of these maneuvers, he was so low that his wheels touched the ground. There

was a road alongside the airport on which were several mule-drawn carts. As the English pilot touched his wheels alongside this road, he capitalized on the maneuver by bouncing over onto the road, where he touched his wheels again, bounced over a mulecart, touched his wheels the third time, then took off, circled the airport and landed.

If the U. S. Department of Commerce boys could have seen that they would have died of heart failure.

The writer thought he was "sunk" and surely would have been had he been first on the program. The Portuguese Commission and all the "Gold Braid" were certainly impressed with the Tiger Moth's performance.

The FLEET demonstrator was hooked up with a make-shift inverted flying system, consisting of an auto pulse pump and a hot-shot battery. To do inverted flying you rolled over on your back and when the engine quit you turned on a little switch and hoped that the pump would feed gas while you were inverted.

The writer went through his repertoire of acrobatics, including outside loops, inverted spins, vertical dives, etc. It was not felt that these were very impressive, due to the necessity of maintaining altitude. Consequently, before landing, the writer decided to make one long low inverted dive, ending up in inverted flight close to the place where the commission stood. This was accomplished but without the intention of being as low as it turned out.

The trouble was, in coming out of the inverted dive, the inverted fuel pump failed to function. The writer was so busily engaged in trying to get the gadget to work that he didn't realize how close to the ground he was nor did he realize, until he had landed, that in the inverted position he had made in the Commission, including the General, lie down on their tummies.

We won the competition.

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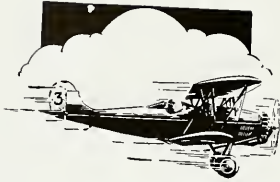
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MESA FLYING CLUB

By Walt Lawr and J. L. Leonard

CONSOLIDATED boys are taking flying of aircraft seriously.

The Mesa Flying Club, composed of 60% CONSOLIDATED employees, has as its officers, Messrs. J. L. Leonard, Finishing Dept., President; Carl Hunnaman, Tool Dept., Vice-President; John Baker, North Island, Secretary and Treasurer; Albert Griffith, Finishing Dept., Social Director; Herbert Naseef, Instructor and Operations Manager.

The club was organized in April, '36. Papers of incorporation, as a non-profit organization were sent to Sacramento on August 20, '36.

There are 22 members, 15 of which have made their solo flights, at an average of 6 hours of instructions, (this shows the ability of the Instructor not to mention the intelligence of the students).

The club owns its plane, a Taylor Cub; this plane was paid for by the first 20 members. An advanced trainer type plane is to be purchased, when the club has accepted its 40th member. This is in accordance with the club policy of 20 members per plane. This plane is to be purchased with the money, paid in by the last 20 members, for their memberships.

The total cost of a membership is \$100.00, a cash payment of \$30.00, is required before an applicant may be voted in as a member of the club. The balance is paid in, in monthly payments of \$6.00. As this money is received it is deposited in the bank

in a separate account to be used for this purpose only.

The club has a lease, covering hangar space, with Mr. Clarence Prescott at Linda Vista Airport, Camp Kearny mesa. If you wish to see a happy bunch of fliers, drive out route 395 to Linda Vista Airport, opposite the old Navy field. (Watch for the mooring mast on Navy field) most any Saturday or Sunday afternoon or week day evenings, after work. Sunday mornings are reserved for cleaning and servicing the ship, which of course is done by the members.

In practically all cases, necessary repairs are made by the members, under the supervision of a member who holds an airplane mechanics license.

Members are charged \$1.00 per hour for solo time in this plane. This money pays for the operation of the ship. Membership, which grows almost daily, included at writing the officers listed above and, Messrs. E. Banks, Finish Dept.; T. Butterfield, Inspector; H. Childress, North Island; C. Fields, Finish Dept.; J. Gregg, North Island; G. Hopkins, Wing Dept.; R. Johnson, Hull Dept.; S. Kerby, U.S.S. Saratoga; M. Knudson, Maintenance Dept.; H. Prescott, Linda Vista, C. Ridgeley, Sheet Dept.; R. Binkowski, Sheet Dept.; A. Freeman, Exposition; H. Lange, Sheet Dept.; R. Pommier, Ocean Beach; H. Rayman, Los Angeles; E. Warner, Final Assy.; A. Wright, Finish Dept.; S. Norris, Finish; C. Kenney, Final Assy.; Miss P. Bence, Pt. Loma and Mrs. V. Naseef.

BOWLING

The CONSOLIDATED AIRCRAFT Bowling League's first annual tournament will get underway at Sunshine Alleys the latter part of September according to an announcement made by the committee in charge.

Tentative plans of the tournament call for the formation of a league of 24 teams composed of 5 members each. The league will be divided into groups of 8 teams each. Present indications are that 16 teams will be from the day shift and 8 teams from the night shift. These different divisions will compete over a period of 28 weeks for the divisional championship of the league.

At the close of the season the high team of each group will compete for the league championship. The league will operate on a 2/3 handicap basis and under A. B. C. rules. This will offer every quintet of kegelers ample opportunity of garnering one of the prizes offered for the event.

Any employee who is interested in getting on a team, should leave his name with his departmental clerk who will forward it to the committee.

The company will donate suitable prizes. Four trophies will be awarded, one to the team winning first place in each division of the league and a major trophy to the team winning the play-off for the championship.

In addition to these prizes, there will be a weekly award to the player of each division of the league who rolls closest to a blind score.

While these plans are tentative and subject to change, yet the committee is to be congratulated for its progress in its organization. G. A. Henry, Engineering Department, Harry Miller, Machine Shop, and J. L. McKune of the Hull Department are the three committeemen from the day shift. H. Kimble of the Sheet Metal Department, George Dew of the Draw Bench Department and Ross Dilling of the Paint Department, represent the night shift in this year's bowling events.

The Sunshine Alley is offering a club membership to all CONSOLIDATED AIRCRAFT CORPORATION employees whether or not they are members of the league. The charge is \$1.00 per month for club dues. This gives the members reduced bowling rates. Practice games are 10c per game to club members. League bowlers will be charged 45c for the 3 games. Schedules and additional information pertaining to the league will be posted on the bulletin boards from time to time.

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If you're a Beginner, this card good for your First game FREE. . . FREE Instructions. FREE Instruction Book for Beginners. Come in—don't be bashful—we will teach you how to play. Bring your friends and have a thrilling time.

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Etc., Etc.

Attention! Opportunities are wide open for news items, articles of interest on flying, club activities, sports, social affairs, technical developments, stories about fellow employees, humor.....anything that will be of interest to the readers. Hop in and submit any item you might find for the second big issue. Enjoy the fun, play your part. Everyone is elected to become a contributing editor. The magazine is, of, by, and for everyone employed here and for their family. The gates are wide open for suggestions, for copy, and there's room for those who want to help keep the ball rolling by soliciting advertising which defrays the printing costs. Surplus, IF ANY, will be placed in a welfare fund, and will be expended for NO OTHER PURPOSE.

AVIATION ADVANCEMENT ASSOCIATION



Since the beginning of civilization man has had the desire to fly. Today, because of this desire, we have large factories building airplanes on a production basis, airplanes capable of great speed and distance, and airlines with routes covering all parts of the globe. Courageous and skillful pilots have made history. Aeronautical schools and flying clubs are training men in aviation, but no provision has been made to enable a person to enjoy private flying without buying his own airplane, or a share in an airplane which due to the present cost is beyond the reach of many.

With this thought in mind a group of employees of CONSOLIDATED AIRCRAFT, in the fall of 1934, formed an association, in Buffalo, N. Y., for the purpose of promoting private flying and called it the "Aviation Advancement Association."

Shortly after CONSOLIDATED AIRCRAFT'S arrival in San Diego, it was decided to reorganize the association due to the interest it had created. Arrangements were made to use rented aircraft instead of waiting until the association was financially able to purchase its own equipment. Mr. Speer of the Speer Flying Service in San Diego made this possible by placing his equipment at the disposal of the association and also built a club house for its use.

This organization has no intention of operating at a profit other than for its own support. Its object is to promote interest in private flying, to enable its members to become more familiar with the various branches of aviation, to help those employed in the aircraft industry to become more valuable to their employers, and as an organization to reduce the cost of private flying. This will enable more people to enjoy flying and aid those who have pilot licenses; who have found it difficult to continue flying due to the high cost of flying time.

Membership in the association is open to citizens of the United States who are over eighteen years of age and are interested in the development of

aviation. Members are required to support this country at all times and obey the laws and rules set down by the Department of Commerce governing the use of aircraft.

The present officers are:

President, Milton Taylor, Purchasing Department.

Vice-President, Lloyd H. Bender, Planning Department.

Flying Instructor, Hugh Nicholson, Inspection Department.

Treasurer, A. Robert Hyder, Planning Department.

Secretary, Edward C. Generas, Planning Department.

Chairman of Membership Committee, Henry Mandolph, Engineering Department.

Chairman of House and Entertainment Committee, T. J. Shaw, Tool Design.

Among several of the members who have a large number of flying hours to their credit is Henry Mandolph, well known as a designer of landing gears. Hugh Nicholson, the flying instructor, says that Henry takes so much interest in his flying that he has to drop test the landing gear every time he lands—here's hoping that he doesn't forget to put the wheels down.

San Diego is noted for making history in the aviation world and with the moral support of those sincerely interested in the development of aviation, it is hoped that this aviation fraternity may contribute toward this record which San Diego has so justly earned.

VITAL STATISTICS

By R. S. Madison,
Secretary and Treasurer

The other day "Ed" Gott came in and artfully extracted a lot of admittedly good ideas from me about magazine publishing. You will doubtless find them incorporated all over this issue—that is, if you think the magazine is good, otherwise, rest assured he used none of them. The entire news-gathering mechanism of the editorial staff was then recruited from the ranks of the timekeepers. Some of them were even pressed into service to garner advertising. Without news and without advertising, a publication is shortlived. I merely mention this to impress on you, dear readers, that "Time, Jr." might well be chosen as an ideal name for this magazine. However that is up to you, and in case such a name is selected, I would gladly dedicate the prize toward having the Advisory Editor taken for a "ride", for the last straw was his request that I also contribute an article.

Seriously, however, it is my belief that this magazine of ours will be among the factors which go to make up a well rounded industrial existence. Properly conducted, it will serve to get us all better acquainted, to disseminate items of interest in our hours of work and play, and to strengthen our family ties in many ways. May success be its sponsor and continue to attend it.

It is reported that Gene Coloman is rushing home afternoons to take golfing lessons.

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SAFETY FIRST

By J. C. Rombach,
Supervisor of Personnel

Of great importance to each and every employee is the effort of the management to eliminate, as far as possible, chance of injury. The Company through its Safety Organization has supplied many safeguards of mechanical nature, but it is up to each and every employee to do his share in controlling the human element, which contributes greatly to every accident. It has been estimated that from 75% to 80% of all factory injuries are due to the human element.

The CONSOLIDATED AIR-CRAFT Safety Organization is composed of three groups, so that every factor in the company has a voice in its operation.

Group No. 1, known as the General Safety Committee is composed of six members, namely, J. C. Rombach, Supervisor of Personnel, Chairman; Geo. Newman, Jr., Assistant Factory Superintendent; Frank Learman, Sr., Assistant Plant Engineer; Henry Liegel, Assistant Foreman, Sheet Metal; Warren Seeley, Assistant Foreman, Metal Bench, and James J. Morris, Chief of Protection.

This committee is the governing or administrative unit of the organization. The chairman is permanent and all other members serve for an indefinite period of time. This group meets monthly, analyzes the accidents and accident frequency reports, studies the recommendations and reports of the other committees, and after a thorough discussion of the data available, takes

the necessary measures to eliminate or reduce the number and seriousness of accidents.

Group No. 2, known as the Foreman's Safety Committee, is composed of four foremen selected from different departments in the factory. This group is appointed by Mr. Newman, who assigns each member a specific job to investigate, criticize and make recommendation for improvement. The members of this group report to Mr. Newman, who in turn reports to the General Safety Committee. The membership of this group is rotated at each meeting, one member being excused from further duty and one new member appointed to fill the vacancy.

Group No. 3, known as the Workman's Safety Committee is composed of five members, appointed from the workmen in the factory. These members are appointed by Mr. Newman and serve for a period of one month. At the end of this time, Mr. Newman meets with this committee, discusses and accepts their report and excuses members from further duty. He then appoints five workmen to serve as members of the Workman's Safety Committee for the following month. Mr. Newman then reports to the General Safety Committee.

Through the efforts of these com-



mittees, safetyguards have been placed on all machines, and numerous devices for the protection of the employees have been provided, such as goggles on all drill presses, grinding and cutting machines. Goggles are also available in the stock room and may be drawn on tool checks.

Conditions that tend to cause accidents are eliminated as fast as they are discovered. As a result of the efforts of this Safety Committee, the accident frequencies, as well as the seriousness of the accidents have been materially reduced.

One of the many ways in which an employee may cooperate with the management in an effort to provide safe working conditions is to report to his foreman anything in the department that might tend to cause accidents.

HAVE YOU REGISTERED?

All voters must register by September 24th in order to vote at the General Election in November.

Register at the City Hall—Fifth Ave. and G Street, or at the County Court House, "C" between Union and Front Streets. You must have one year's residence in the State and 40 days in the precinct, by Election Day.

Register, if you have not already done so.

An agent stopped at a home somewhere near 30th St.

"You pay a small deposit," he was explaining, "then you make no more payments for six months."

"Who told you about us?" demanded the woman of the house angrily.

By No. 1871.

A busy executive was called on by an old school friend, very plainly on his uppers. After telling all about the rent being due, sickness in the family, and other hard luck items, the executive, plainly moved, pressed a button on his desk. A large man entered. "Throw this man out!" thundered the boss. "He's breaking my heart."

THE BUSIEST MAN IN THE PLANT

Bud Waterbury looking for super-charger oil. How about locating a pound of propeller pitch or a quart of dehdral while you are scouting 'round, eh Bud?

Little Dan Cupid, his arrows sharpened, and his bow re-strung, is ready to loosen a flock of the deadly missiles at Lee Currier of the bulls and a charming, unidentified Miss.

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LION
BROADWAY at SIXTH

Suggestion Boxes

Boxes at the main gate and office entrance, placed there for receiving name-suggestions for the magazine, will be continued, to receive suggestions which any of us may care to make toward improvement of the plant, its product, and the comfort and welfare of the CONSOLIDATED family. Suggestions should be signed with department and clock number. They will be collected at intervals, considered by an impartial board, and any of real merit and exceptional value may be printed in these columns.

CONGRATULATIONS

By Joe Brennan, Port Director

The appearance of the magazine which marks the completion of your first year's residence with us is a most welcome sign that you are beginning to feel settled and at home in San Diego. We hope that we shall read in and between its lines that you like being here as much as we enjoy having you. Each new issue of your magazine will be greeted as a fuller opportunity for closer and even more enjoyable contact with all of you of the CONSOLIDATED AIRCRAFT CORPORATION.

*By Edgar Hastings,
Chairman Board of Supervisors,
San Diego County.*

On behalf of the Board of Supervisors I wish to extend our congratulations to the employees of CONSOLIDATED AIRCRAFT CORPORATION and the forward step they are taking in the issuance of a monthly magazine.

It is such activities as this that bring about a closer relationship, not only between the company and its thousands of employees, but with the civic leaders and business interests of the city and county.

The CONSOLIDATED AIRCRAFT CORPORATION'S splendid plant at Lindbergh Field has proven a most noteworthy example of the progressive industrial expansion of our county and the Board of Super-

visors express to President Reuben H. Fleet and his associates sincere appreciation of their fine work.

*By Fred L. Annable, President
San Diego Chamber of Commerce.*

I learned with a great deal of interest of the decision of the employees of the CONSOLIDATED AIRCRAFT CORPORATION to issue a monthly magazine for their mutual benefit.

Such a procedure will not only tend to build up their *esprit de corps* but will materially contribute to developing a smooth functioning organization so essential for the continued success of any enterprise.

The Chamber of Commerce is keenly appreciative of the important part the employees of CONSOLIDATED are playing in the economic and industrial life of the community, for the large number of new families that have been brought to San Diego as a result of the company's activities and particularly for the opportunities offered to skilled and unskilled workers.

APOLOGIES

We regret that lack of time has permitted our contacting only a few of the reputable firms in San Diego that wish to invite the attention of the CONSOLIDATED employee to their products. Information concerning the second issue which will be published October 16th, may be obtained by calling the printers, Frye & Smith, or by calling the CONSOLIDATED AIRCRAFT CORPORATION, Magazine Editor.

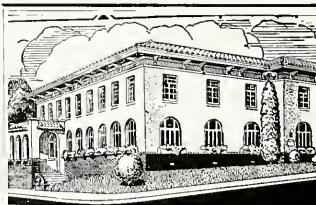
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THE NEW BUIL

By W. A. Maloney, Plant Engineer

Those of us who came to San Diego from Buffalo, remember very vividly the "Big Move" and we all recall how immense our "New Home" seemed to us when we first moved in. It seemed as though we were finally in a position to manufacture all the aircraft that could possibly be sold, without congestion or confusion.

Within the short space of four months after beginning operations in San Diego, we discovered that it was going to be extremely difficult, if not impossible, to complete the PBY-1 contract on schedule without enlarging our manufacturing facilities, and when we were awarded the new "X" contract which required that experimental work on the new ship be carried on in a separate building isolated from regular manufacturing operations, it was then realized that something had to be done, and that quickly.

Accordingly the firm of Edward Cray Taylor and Ellis Wing Taylor, Architects and Engineers, were retained on Jan. 29, 1936, and authorized to prepare plans and specifications of the additions to the present plant as well as for construction of an experimental building and warehouse, tool and fixture storage building, paint and oil storage building and physical, chemical and photographic laboratory building. At the same time the plant engineer's office started work on the plumbing, heating, electrical and automatic sprinkler system plans and specifications as well as the preparation of plant layouts for the new enlarged plant.

To carefully prepare and co-ordinate the plans for the various branches of the work, required about three months' time, and on April 29th, '36, the contract for the fabrication and erection of structural steel was awarded to the Consolidated Steel Corp. Ltd. of Los Angeles. In rapid succession other contracts were awarded, as follows: Chas. and F. W. Steffen, San Diego, driving of steel H column piling for experimental building. B. O. Larsen, San Diego, all general construction work, exclusive of steel sash and glazing, painting, electrical work, and plumbing and heating. Federal Steel Sash Company, Waukesha, Wis., steel sash, glass and glazing; Anchor Post Fence Co., Los Angeles, changes and additions to boundary fence. A. O. Reed and Co., Inc., San Diego, plumbing and heating. Capital Electrical Co., San Diego, electrical work.

E. H. Gray, San Diego, painting of steel sash and metal downspouts; and Barnard Engineering Co., Los Angeles, automatic sprinkler system and fire protection equipment.

Construction was started on July 6th, with the beginning of driving steel piling for the experimental building. Erection of steel for the addition to the main factory began on July 27.

At the present time the main factory addition is 70% completed, and 25,000 square feet of floor space has been released to the manufacturing departments. More space will be released weekly, and all construction in this area will be entirely completed Sept. 26th.

The addition to the paint shop, tool and fixture building, paint and oil storage warehouse and laboratory building, as a group, are approximately 60% completed, having been delayed together with the factory addition by poor delivery from the mills on corrugated sheet metal for the roofs and sidewalls. This condition has been bettered. Sheet metal is being delivered, and these buildings will be rapidly completed.

The delays in mill shipment and fabrication of steel for the two master trusses which have a combined weight of 120,000 lbs., have slowed up the schedule on the experimental building, originally scheduled for completion on October 3, and the completion date has been changed to October 31, which date may possibly be beaten by a week or so.

Incidental to the plant expansion is the installation of an overhead monorail system to facilitate the handling of parts and assemblies with a total trackage of 6,755 feet or one and a quarter miles of track.

By Steve

It appears to us there's considerable output in wing department. Herb. Ezard has some good ideas because things are really humming. We are all with you, Herbie!

Say, we heard plenty about Bill O'Brien's trailer but we all wish to spend some week-end in it. How about it, Bill?

Jim Steves, planning department, has gone in for tennis. The story is he took Al Davies into camp. Jim also is a good Horseman. What's next, Jim?

The entire yard within the boundary fence will be paved with asphalt paving. At the present time 174,000 square feet of asphalt, equivalent to one and a third miles of paved highway 25 feet wide, will be laid.

The original plant has usable floor space of 246,841 square feet. The area of the various additions are: Main factory additions, 65,000; paint shop addition, 10,000; tool and fixture storage building, 10,000; paint and oil storage, 2,000; laboratory building, 2,000, and experimental building, 96,300. Total additional usable floor space, 185,300 square feet, making a total area in the enlarged plant of 432,141 square feet, an increase of approximately 75% over the original area.



W. Smith, star motor mount welder commonly called Smitty, took the matrimonial plunge on September 5. Rumor has it that Smitty is still passing out cigars in honor of the occasion.

By Wally

A. W. Mallett will not be among those present at the AIRCRAFT Picnic. Another bachelor joining the ranks of matrimony.

By Cash

Dean Willis appears fresh and rested after a pleasant vacation at Lantoville on the Eel River in the Redwoods of Northern California.

ING PROGRAM

By Frank J. Learman
Asst. Plant Engineer

The additional space provided by our new buildings and the additions to the original buildings will be used to relieve the extreme congestion that exists in every department of the plant. The one hundred foot addition on the high bay will be devoted to the wing department. The wings, bulkheads, etc., of the Argentine contract will use most of the addition to the present low bay together with 50 feet across the end of the new low bay. Adjoining this in the new low bay, in their respective order will be the metal bench, welding, tube bending and draw bench departments. This fills the bay to the Patio. In this new arrangement, the sand blast, magna-

flux and plating will be combined with the welding department. Welding will probably be the first department to move into its new location.

The present low bay space released by moving the departments mentioned will be occupied by the tank department, spot welder, new drop hammers, and the bulkhead tables which are now squeezed into the hull department. Moving the tank department will provide more space for the sheet metal department.

Since most of the raw stock will be in the warehouse which forms an ell on the Experimental Building, the present stock room will be reduced to one-quarter its present size, giving the tool department nearly twice the present area and adding fifteen feet to the length of the machine shop and sheet metal departments.

The second mezzanine in the experimental building is level with a floor over the warehouse. This combined space will be occupied by the engineering department. This change will provide the accounting, purchasing and other offices with much needed space. Various small assembly fixtures will be on the first mezzanine in the experimental building, the ground floor of which will be devoted to building experimental contracts.

Mechanical testing equipment will occupy about one-third of the laboratory building. Across the north end, the remainder will be nearly equally divided into a chemical and a photography laboratory. Adjacent to the lab. is another building of the same size devoted to the storage of paints, oils, etc. Inactive tools and fixtures will be kept in the tool and fixture building, one end of which will be a hangar for the company's airplane. The addition

to the paint shop will relieve congestion in that department.

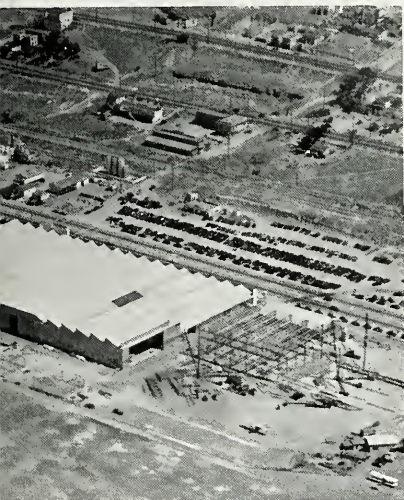
A monorail system will be installed in the hull, wing, paint and final assembly departments; connecting these departments there will be two rails, ten and twenty feet respectively outside of the building projecting from cantilever brackets projecting out from the ends of the building trusses. The monorail is designed to carry two and one-half ton loads. Another monorail in the low wing bay will begin at the final assembly, run across the end of the machine shop, through the stock room, across the yard on a high truss into the warehouse where it will branch out to suit the requirements there.

Three additional tool cribs, size about ten by twelve feet, fourteen feet high will be located on the main aisle, with two more on the aisle along the new building addition and one in the tool department. The service window will be opposite from the truck aisle, to keep the aisle clear for truck traffic.

By Mac

Major Fleet and Mr. Laddon had the privilege of spending a day aboard the U. S. S. Lexington during flight operations. The precision and dispatch with which the operations were accomplished was nothing short of marvelous and demonstrated the most superb team work. Each man had his job, knew what to do and when, to almost the split second. The functioning of this complex mechanism with its human, as well as mechanical cogs, left nothing to be desired. Major Fleet remarked that "When we get the same kind of team work in CONSOLIDATED just watch our smoke."

Leonard Little of the leading edge section of the Wing Department won for second successive year the championship of rough water kayak racing. His event was the one mile open for those over 21 years of age. The races were held at Newport Beach, August 23, and were part of the annual Southern California Kayak Championships. For those who have never seen a kayak race, it is well worth seeing. The race starts through the breakers out to sea and a half-mile and back to shore. There are always spills in the surf either at the start or at the finish. Little is a member of the Fullerton Kayak Club who have been champions of Southern California for the past three years.

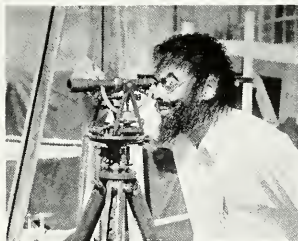


Jack Bentley has taken a sudden dislike to fishponds.—And fish. It seems that he fell in a fishpond while visiting his lady friend, and discovered a dead fish in his pocket some time later. Poor fish!

Harry Smith and Dudley Oatman of the hulls say that dove hunting at its best is to be had near Brawley, Calif., in Imperial Valley.

Tom Norman is feeling better these days as his wife and son have just arrived from Seattle. He states that they received a thrill when their dining car jumped the track on the trip south.

W. Walter and wife returned recently from a month's stay in Buffalo.



The La Jolla Fiend?

A TRIP EAST

By J. C. Thompson

I made my first trip back east recently, leaving San Diego August 8th via Western Air Lines. It was raining. What? Raining in San Diego in August? (a recheck of dates). Yes, August 8th. It was reported "quite unusual."

Changed planes in L. A. Boarded Western Air for Salt Lake City. Had a rear seat and after looking over the Playmate—(Note: For the benefit of those not familiar with airline personnel, they are manned by a Pilot, Mate and Playmate)—immediately went to sleep. Was doing very well for myself when for some unknown reason said Playmate shook me, gently but firmly, and informed me we were coming down for Las Vegas. My safety belt was fastened and just why I was snatched from the arms of Morph I couldn't savvy. Had I been able to remain asleep until we landed it would not have been long thereafter, as the temperature was 100 plus at the hour of between 2 and 3 a. m. and—it had been raining. I casually asked one of the natives (there is always a crowd at all the airports, regardless of the hour—what they are looking for I never could figure out; there couldn't be that many unhappily married folks) if rain wasn't "unusual" there.

On to Salt Lake City. Weather good, and cool inside the plane. Changed to United and over the "hump" and into the sun. Weather prediction at Salt Lake City for "east" was scattered clouds and occasional thunder showers. We had no clouds, no thunder showers. Guess they were predicting what the farmers were wanting. Reports of the drouth throughout the middle west surely have not been exaggerated.

Plenty hot all the way to Chicago. Just how hot, we found out every time we dropped below 10,000, or landed.

Chicago—a 2-hour wait for connections with American Air for Buffalo, and there I began to feel the heat. Called up some friends and they came out and took me for a ride (not the proverbial Chicago ride) and refreshments. The beer was good and very cold but it took comparatively short time to convert it.

Boarded American Airline for Buffalo and headed straight for Detroit. Of course, Lake Michigan is sort of in-between but—the shortest distance between two points is a straight line. At Detroit I looked again for the pointers.

Arrived Buffalo Airport at 8:24, after dark, and found it plenty hot.

Called on Bell Aircraft and it was a real pleasure greeting old friends again.

Called on Fleet Aircraft of Canada. Found them very busy, and Jack Sanderson the same busy and enthusiastic personality. They had the Mexican Fleets all delivered and were under way with the PTs. The enlargement of the Factory gives them a much improved layout.

Didn't get much chance to renew old acquaintances as my time was too short and I had so much to attend to. My impression of Buffalo was:

Unfavorable: The heat; the smoke and the dirt, torn-up streets; dark and crowded houses.

Favorable: Seeing old friends; the trees; City seems well out of the depression; has a good ball club.

Left for N. Y. C. Saturday night via N. Y. Central and sweltered in an air-conditioned train. Arrived Sunday A. M. and from then on couldn't keep a dry shirt on.

After having roasted for five days among the "Cliff Dwellers of Manhattan" I felt relieved to board a T. W. A. plane in Newark at 5:30 Thursday, the 20th for San Diego. Weather was good, but plenty hot. An air-conditioner was attached at all stops, but they neglected to take it along. Anyway, it was cool at Albuquerque and from there on into Los Angeles where we arrived at 8 A. M. On down to San Diego at 11 A. M. Good weather all the way with not even a bump.

All in all, you will find by comparison that we have a swell climate in San Diego and the best Aircraft Factory in the entire industry.



HORSEBACK RIDING

EXPLANATIONS

Claude Rowe, Planning Dept. hustler appeared Monday, Aug. 31st, with a face (his) badly marred and bruised. Department reporter doubts if Mrs. Rowe could have done such a complete job. Report indicates Rowe is sticking to story one of two horses he purchased recently got skittish while being ridden bare back and gave him the slip. Reporter suggests Claude should remember the horses he bought are from the real west and that perhaps Claude should take in a few rodeos. Quite tersely put! (Please sign articles.)

We hear that Bob Bobzein is enjoying pastoral pleasures at Lemon Grove. He has become a part-time butter and egg man and invites all of his friends to drop in for a chicken dinner any Sunday.

"Jenny Wren"

Lunches
Sandwiches and
Cold Drinks

MORNING AND NOON



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must be sold in
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REG STALMER

Chrysler::Plymouth
THIRD AND WASHINGTON

BIG BOATS

By Lt. Com. E. Chourré, U.S.N.,
Inspector Naval Aircraft

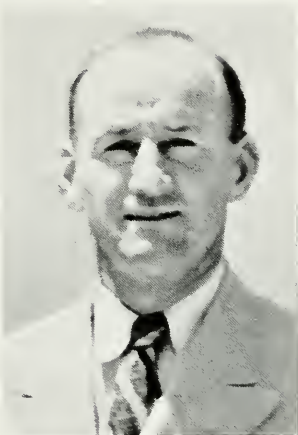
Big boats can "take it"—and they can "dish it out." The XP3Y-1 took it in trials both on the east and west coasts and made a world's endurance record flying between the two. Her armament, speed, and endurance make her a formidable craft for military purposes. And so it is with the big boats as a class.

Until a few short years ago many prominent engineers and manufacturers had decided that airplanes had reached their greatest possible size. Efficiency would be lost if size were increased. Now the whole world knows better. The large modern transports, bombers, and boats are ample proof of the folly of restricting size merely because of size alone. The scheduled trans-Pacific flights in big boats have become so commonplace that newspaper recognition has moved from the headlines into the small print near the want-ads.

The Navy has expressed its confidence in big boats in a very definite manner. Contracts for sixty PBV-1's and fifty PBV-2's are now keeping the CONSOLIDATED plant working in three shifts. Future contracts of equal size may soon be let. Boats now in use must be replaced as they become obsolete, or uneconomical from a maintenance and repair standpoint.

The big boat will undoubtedly be bigger in the very near future. Bigger and better. The commercial possibilities of the Clipper class have caused a flood of wild speculation on the design of the next larger class. The Sunday supplements now recognize no limits.

As in other airplanes, the big boats are using a greater percentage of metal in each succeeding development. And there lies the weakness that keeps the Engineering Department bent over the drafting boards. Duralumin and salt water are about as congenial shipmates as bull dogs and tom cats. Anodizing, painting, and greasing all help prolong the life of a dural boat chiefly by keeping the salt water away. Two interesting samples were recently sent from the CONSOLIDATED plant to the Naval Aircraft Factory at Philadelphia for salt spray corrosion test. Both samples had been finished exactly like the PBV-1 bottom plates except that one sample was scratched before painting. The salt spray quickly attacked the paint over the scratches and left bare metal. The paint over the



Lt. Com. E. Chourré, U.S.N.

unscratched surface was in excellent condition. An unpainted dural plate hasn't a chance in salt water, but paint affords its maximum protection only on unscratched surfaces.

As airplanes become larger in size, so do they become more complicated. We now see automatic pilots, automatic mixture controls, constant speed propellers, temperature controls and a thousand new gadgets in modern large planes. And the big boats have their peculiar share. It is not unlikely that the boats will soon have separate power plants and controls for operating on the water. The need for the present anchor gear would have been laughed at a very few years ago.

An excellent article on big boats appeared in the August first issue of the Saturday Evening Post. In the article the term "Truck Drivers" was applied to big-boat pilots in a complimentary sense. The author stressed the necessity for a thorough knowledge of seamanship in handling big boats. And he hit the nail squarely. It must be remembered that a flying boat on the water is a "steamboat" within the legal meaning of the term. It is sub-

ject to all the maritime laws and influences of nature and man.

A modern big boat cannot be carelessly dismissed as "just another airplane." It is different. This point is so well appreciated by the Navy that a special school for the "Truck Drivers" has been established at North Island. The first class consists of seven officers and twenty-four enlisted men of various ratings, under command of Lt. Com. Wm. M. McDade. It is composed of experienced big boat pilots and mechanics from Patrol Squadron Six, based at Pearl Harbor. They have spent two days at the plant and will be back from time to time. After years of big boat operating experience they are going to school to learn to operate big boats. It doesn't seem to make sense, but—modern big boats are different. When this class finishes its schooling it will fly the first PBV-1's to Honolulu. The flight is scheduled for December of this year, and recalls a similar flight made by six P2Y-1 in 1934.

In the very near future it will be a common sight to see a CONSOLIDATED boat rolling across Lindbergh Field to the seaplane ramp for its first taste of salt water, and then for a hop to her new home—wherever that may be.

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¿HABLA UD. ESPAÑOL?

Buenos días, señor. Pasa Vd. Como esta Vd. esta mañana? If you haven't guessed it by now, you are in the office of the representatives of the Argentine Government, who are here in connection with our contract with that big South American country.

These young Argentines are ably headed by Lt. Comdr. Ernesto Massa assisted by Lt. Bachini. Senores Bugna, and Mareca, Chief Petty Officers in the Argentine Navy, comprise the remainder of the Inspection force.

Each of these officers is well suited for the responsible position which they occupy, as each man has years of service training to his credit. As in the U. S., the Argentine Government maintains a Naval Aviation Training School, which was attended by these representatives from the Argentine. To further fit themselves for the im-

portant work at CONSOLIDATED, Senores Bugna and Mareca attended the U. S. Naval Air Station at Pensacola for a period of five months training.

Down in South America the winter season is now in full swing, and the Argentines are finding it strangely pleasant enjoying the summer weather prevalent in San Diego at present. This is only one of the many strange things to which they had to become accustomed on this, their first trip to our country.

When asked how they liked the United States and San Diego, especially, one word would seem to sum up the torrent of complimentary ad-

jectives which poured forth from each. That word was "encantado," meaning in every other day Spanish and everyday English, "just swell."

Hasta luego!

Bill Bates, pride of the bulls, says that Lake Arrowhead, the scenery around Warner Hot Springs and Pine Valley, appear more beautiful and inspiring than ever from the driver's seat of his new 1936 Chevrolet Sedan.

NO. 4168

E. Jackson, your "Around the time clock" idea sounds good. Hope all others who have ideas will write them plainly and send them in.

NEWS FLASH

(By Fred Brychta, service representative, at Langley Field, Virginia)

Quoted in part. . . .

"Langley Field is headquarters of the G. H. Q Air Force under the command of Major General Frank M. Andrews. Brigadier General Henry C. Pratt is the commanding general of the second wing of the U. S. Army Air Corps which is located here, consisting of the second bombardment group and the eighth pursuit group. It is here that the army has stationed 24 new CONSOLIDATED PB-2A airplanes which are the fastest airplanes in use by the Air Corps today.

Once a pilot becomes fully familiar with all of the automatic features on this airplane he cannot help but praise its performance. The automatically controlled turbo supercharger makes it possible to fly to very high altitudes where the air is very rare and still maintain sea level engine power output; also, the automatic constant speed propeller adjusts its blade angles to maintain a desired R. P. M. of the engine regardless of the altitude and attitude of the airplane. These features, combined with the stability and rugged construction of the PB-2A have won the praise and confidence of the officers both here and at Selfridge."

Before going to Langley Field, Brychta spent about six months at Wright Field Army testing grounds, assisting in getting the first plane through rigid performance tests. He writes:

"All of our performance guarantees were passed with a substantial margin."

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IN "UNION" THERE IS STRENGTH



CONSOLIDATED XP3Y-1

APPRECIATION

The staff extends their sincere appreciation of the news-gathering so efficiently handled by the Dispatchers and Timekeepers. Hustlers all.

COMEDY ???

A ewe, belonging to an Iowa farmer recently gave birth to lamb quintuplets. The owner advises that he has named them Yvonne, Y-two, Y-three, Y-four, Y-five.

THESE DEER PEEPULL!

'Tis reported Harry McEwan, hull dept. hunter, stalked a deer for three hundred yards . . . only to find out the animal was a jackass. Maybe somebody ought to draw Harry a picture of a deer.

BLOODHOUND

Roy Smelzer, tool room bloodhound (trouble shooter) and well-known exponent of "rhythm" in golf maintains he makes the rounds in 86 or 87. Verified reports indicate 107 and 109. Fight?

Joe Gliebe has just returned from his honeymoon and is passing out cigars. He was married to Frieda Paul of Tacoma, Wash., on August 30.

William O'Brien, Inspector in the Wing Department, holds a balloon pilot's license. Airplane pilot's comment: "He can have it!"

Tom Hammer who once received an award for building the most perfect airplane model, states that he is planning to be married to Maydell Graham on September 19.

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ALOHA! MAJOR HURD



Major Leland C. Hurd, Air Corps Representative and friend to all of CONSOLIDATED, received orders from the adjutant general relieving him of duty at San Diego, Rockwell Field and CONSOLIDATED, with orders to proceed to North American at Inglewood immediately. Adios, Major, but don't forget that it's a

short hop from Inglewood to CONSOLIDATED!

Major Hurd is not a stranger to San Diego, having taken his cadet training at Rockwell Field in 1917. His first contact with the manufacturing phase of aviation occurred in August, 1918, when he was assigned to the Aviation Repair Depot, Dallas, Texas, as officer in charge, final test and acceptance. He served in this capacity for three years. Following a tour of foreign duty in the Philippine Department, he served for four years in Detroit, Mich., as the Air Corps Procurement Planning Representative. Major Hurd came to San Diego after serving four years in that capacity in Buffalo, N. Y., and has been associated with the PB-2A contract since its inception. He is graduate of the Army Industrial College, 1926, and the Air Corps Engineering School, 1930. Assisted by a capable corps of Air Corps personnel, his duty as Air Corps Representative deals with every phase of aircraft construction. In addition to his administrative duties there are engineering, purchasing, cost accounting, process manufacturing inspection, flight testing and acceptance of the finished article.

VACATION TRIP

Left San Diego July 31, 2:30 p. m. Geo. Voigt, Art Petzon and Al Revy, by Ford. Arrived Pittsburgh, Pa., Monday, 2:00 p. m. Dropped Petzon who went to Buffalo, N. Y. Proceeded to Baltimore, Md., and arrived 8:10 p. m. Monday. Distance 3208. Non-stop trip, 8 hrs. each in relays. Speed not recommended. Return trip, Voigt, Mrs. Voigt and daughter more leisurely. Petzon, Mrs. Petzon and son returned in newly purchased Dodge. Voigt returned two days before Petzon. Claims Petzon left two days before he did. Petzon claims he started four days after Voigt started west. "Curly" Knight, tool designer, just bought a Plymouth, so he doesn't believe either of them.

DEER AGAIN!

T. J. Shaw, Tool Design Dept., spent the first day of the deer season walking all over Palomar Mountain. Has indicated intention of chartering the 200-inch telescope next time and saving his feet.

SALESMAN

Bob Young so sold his mother-in-law on flying on her recent visit that she is going to fly back.

CONSOLIDATED is growing steadily by approximately 50 men per week.

GRACES EAST

Grace Koenig, charming member of the Production Dept., spends three weeks on a vacation trip. Visiting in Buffalo via Santa Fe Bus line. Dad Koenig (Phil to you) received but one letter it is reported.

INVENTOR

Van Doren, chief tool designer, has patents pending on a curver putter with an automatic wind allowance gauge, according to ardent golf fans. Petzon of the tool design dept. verifies the report adding that the club cannot be duplicated.

DEER ME!

Hank Golom, Machine Dept., went deer hunting 8-30-36. Dear, dear! No deer.

TRUE?

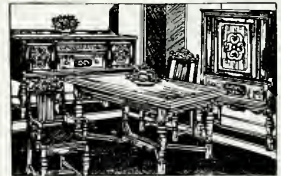
Hollywood movie scout reported seen at Bavarian Gardens Saturday nite, August 29th. Duet by Nelson and Maloney believed cause. Rumor artists signed for sound effects. Hollywood's latest picture, "Call of the Wild."

We heard that Walter Seaderquist, hull department, taught a small boy how to steal oranges, or maybe the small boy taught Seaderquist?

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VISITORS



Left to right: Front row—C. H. Ostrom, Lt. J. G.; Lt. Com. W. M. McDade; L. O. Mathews, Lt. J. G.; Lt. Com. E. Chourré. Back row—J. B. H. Young, Lt. J. G.; D. B. Brokenshire, Lt. J. G.; Lt. W. W. Harvey.

In the past few weeks we have been honored by the presence of several distinguished guests, all of whom seemed delighted to see the work being accomplished, and the rapid growth of plant facilities. Among them may be noted:

Major General Oscar Westover, Chief of Air Corps, Washington, D. C.

Brig.-Gen. Barton K. Yount, soon to take command of the Hawaiian Composite Wing, Honolulu, T. H.

Brig. General Delos C. Emmons, commanding the Second Wing, G. H. Q. Air Force, March Field, California.

Colonel Jacob Wuest, A. C., commanding Rockwell Field.

Major J. T. Morris, A. C., of Rockwell Field.

Brig. General Douglas C. McDougall, U. S. M. C., accompanied by Mrs. McDougall and the General's staff. General McDougall is in command of the Marine Base here in San Diego, and as such is our nearest and best neighbor to the south.

Hon. James G. Scrugham, Congressman from Nevada, and former Governor of that state.

Commander Ralph D. Weyerbacher (C.C.) U. S. N., attached to the U. S. S. Wright.

Lt. Com. William M. McDade, U. S. N., in command of V. P. 6F stationed at Pearl Harbor, T. H., accompanied by officers and enlisted men of

the squadron. Mr. William Ingold of New York City, and twenty-one associates, all representing CONSOLIDATED stockholders or CONSOLIDATED bankers on the eastern seaboard and middle east.

Seen strolling through the paint shop has been Tom Coby, head of Berry Bros. Co., aviation department. Tom, you may know, pilots that flying color card in the form of a speedy Beachcraft.

Another visitor of aviation's hall of fame was Mr. Vidal, chief of the Bureau of Air Commerce, and the exponent of the low priced plane. Let us hope that it is not too far in the future.

WANT—AD COLUMN

Wanted—To know what route is the best way home from Gordon Mounce's hacienda. F.A.L. No. 15.

Wanted—To know who put the bomb on Phil Sharp's car. E.N.G., No. 6.

Wanted—To know who donated the flowers that evening. I.M.L., No. 3.

Wanted—To know who threw the ice-picks at the Beach Club's tables. H.A.S., No. 202.

Wanted—To know the best way of getting fish out of a fishpond. C.A.V., No. 2.

"MYSELF"

A poem submitted by Joe Shields, No. 1871.

I have to live with myself and so
I want to be fit for myself to know.
I want to be able as days go by,
Always to look myself, straight in
the eye,
I don't want to stand with the setting
sun,
And hate myself, for the things I've
done,
I don't want to keep on the closet shelf
A lot of secrets about myself,
And fool myself as I come and go
Into thinking that nobody else will
know—
The kind of person I really am.
I don't want to cover myself with
sham,
I want to go out with my head erect,
I want to deserve the world's respect,
And in this struggle for fame and pelf,
I want to be able to like myself,
For I never can hide myself from me.
I see what others can never see.
I know what others can never know
I never can fool myself, and so
Whatever happens, I want to be
Self-respecting and conscience free.

Patient: "You remember when you cured my rheumatism a couple of years ago; you told me that I should avoid dampness?"

Doctor: "Yes, that's right."

Patient: "Well, I've come to ask you when I can take a bath."

W. B. Kyle, No. 1777.

An old bachelor says there is probably nothing dearer to a husband than his wife—except her clothes.

—By No. 1871.

"AND THERE YOU ARE"

Husband: "But I'm not unreasonable. I don't understand why you insist that I am."

Mrs. Chatters: "Why, anyone would call it unreasonable of you, to expect me to give a reason for every opinion I have."

By No. 1871.

Cockney women (charged with assaulting her husband): "I asked 'im if 'e loved me, an' 'e was so long thinkin' about it that I 'it 'em with a mop."

By No. 1871.

THE ANSWER IS "YES"

Gentlemen:

Do you print pictures, if so the writer has some of Mission and Pacific Beaches respectively.

Do you print poetry too?

Signed No. 840.

HISTORY OF LINDBERGH FIELD

By H. R. BUB, Assistant Harbor Engineer

Recognized as one of San Diego's chief assets, Lindbergh Field is forging ahead at a pace which is almost unbelievable. This field, the starting point of that famous flight to Paris and dedicated August 6, 1928, in honor of Charles A. Lindbergh, has passed its eighth birthday; and in those 8 years has reached the front ranks of flying fields and aircraft manufacturing centers.

Due to the wonderful climatic conditions, its ideal location almost in the heart of the City of San Diego, and its easy access to land and sea planes, progressive civic bodies early in 1927 advocated the establishment of a municipal airport. Voters of San Diego recognized the value of an airport to the city at this location and by a majority vote of 4 to 1 passed a bond issue of \$650,000.00 for its construction.

Surveys for preliminary construction work began in December, 1927, and in April, 1928, bond money became available for actual construction work. As practically the entire airport area, a part of San Diego Bay, was under water, dredging was necessary to furnish material for the huge fill covering the original 142 acres. In June, 1928, the city awarded a contract to the Western Dredging Company of Los Angeles for \$475,000.00 to reclaim the 1st unit of San Diego's Municipal Airport; and by the beginning of 1930 the 2,400,000 cubic yards of material needed for the fill was in place. Surfacing with suitable material was next in order, and a continual stream of trucks, operating in conjunction with two steam shovels, were kept busy for a period of eight months to supply the 200,000 cubic yards of material needed.

The Pacific Air Transport Company, recognizing the advantage of a terminal for their transport plane activities, acquired a long term lease, and in May, 1931, dedicated a beautiful \$30,000.00 combination hangar, office building, and depot of Spanish architecture. Credit for securing the 1st lease on the new airport goes to the Airport Flying Service Limited—beginning operations on the field with a 50-foot by 100-foot hangar. This hangar has since been doubled in size, and an 80-foot by 30-foot modern repair shop added; the company operating Station No. 74 a government approved repair and service station.

In 1932, Claude Ryan, Head of the Ryan Aeronautical Company and builder of the Ryan Monoplane used by Colonel Lindbergh in his famous San Diego to Paris hop, secured leases to two parcels of ground at the field and constructed the present Administration Building and a 100-foot by 117-foot hangar. An agreement was entered into whereby the city would lease sufficient space in the new Administration Building to accommodate a public waiting room and offices for the U. S. Customs and Weather Bureau; the balance of the building being used by the company for a restaurant, ticket offices and concessions, and a government approved aeronautical school. Popular demand for the plane manufactured by the Ryan Aeronautical Company has compelled the company to enlarge its hangar and shop space, and construction is now under way for doubling the size of the original hangar.

Mention must be made of the Solar Aircraft Corporation, which began operations in the old Steel Packing Plant to the south of the field in 1930. Recognition throughout the country of the splendid workmanship in airplane parts has increased its number of employees from a half dozen men in the beginning to 90 skilled workmen.

As operations by the various tenants on the field increased, additional improvements became necessary. Contracts were let for paved runways, for take-offs, taxi strips, and warming-up aprons—asphaltic concrete 4-inches in thickness being used; and to date 22 acres of the field have been paved with this material. Boundary lights and flood lights were the next demand to facilitate night flying, and five 24-inch Stone floodlights were installed on the south boundary of the field, while three 3000-watt Westinghouse floodlights were installed on the north boundary. A ceiling light to accommodate weather bureau ceiling observations was installed, and a new illuminated wind tee and wind sock were constructed.

Although the field has a uniform surface slope of 3 inches in 100 feet to care for surface drainage, thousands of dollars were spent in providing 54-inch reinforced concrete pipe to carry storm waters, coming in from drainage areas to the east of the field, across the airport. An early problem of the

field was the dust nuisance. Salt water sprinkling was first tried, but due to injury to planes by the salty soil, oiling with road oil was finally resorted to. Some 15 acres now have a heavy coating of oil which has practically eliminated the dust.

Continual improvement merited government approval, and on October 16, 1934, a rating of A-1-A was granted by the U. S. Department of Commerce, and Certificate No. 298 was issued. The U. S. Treasury Department has since given the field a permanent airport of entry rating.

The crowning event in the history of the airport was the arrival of the CONSOLIDATED AIRCRAFT CORPORATION, which moved its plant from Buffalo, New York, to Lindbergh Field, and began construction work on a mammoth building, 300 feet by 900 feet long, in June, 1935. A 50-year lease for 30 acres of the airport was executed, and the greater portion of this area is now covered with plant buildings. After operating less than a year, the plant was found too small for its immense volume of business, and additional construction is now under way, costing well over a half million dollars.

In September, 1935, the U. S. Treasury Department officially accepted an area 1,000 feet by 500 feet on the south boundary of the field as a new site for the U. S. Coast Guard. A local contractor, who was low bidder on a \$260,000.00 contract for a large seaplane hangar and two barrack buildings to serve as mess hall and quarters for forty men, is rushing construction work for their completion. The site will be entirely under fence and landscaped with lawn, trees, shrubs, walks, and paved roadways. A 40-foot seaplane ramp, 240 feet long, is also called for in the contract.

The coming of the CONSOLIDATED AIRCRAFT CORPORATION and the Coast Guard again found the airport area far too small, and steps were taken to enlarge the field to provide the 4,000-foot runways necessary for the huge planes now being built.

Negotiations are practically completed whereby the U. S. Marine Base will deed back to the City 60 acres along the north boundary of the present airport limits for the field's extension.

(Continued on Page 25)

(Continued from Page 24)

City officials, civic bodies, and interested citizens appreciate the government's help in solving the difficult financial problem of providing the necessary funds for enlarging the airport at this time. Application was made and approved by the federal W.P.A. for \$509,267.00 in government funds; supplemented by \$138,000.00 in Harbor Department funds, to reclaim, surface, and fully develop an additional 100 acres. This development calls for lengthening the existing paved runways, new paved taxi strips and warming-up aprons; extension of sewer drainage and water lines, and the construction of a 100-foot concrete seaplane ramp, 244 feet long, to accommodate the huge seaplanes now under construction by the CONSOLIDATED AIRCRAFT CORPORATION in entering and leaving the seaplane basin lying adjacent to the south boundary of the airport.

Control and supervision of San Diego's Municipal Airport is vested by charter in the Harbor Commission—composed of Rufus Choate, President, Emil Klicka, and R. H. Van Deman. Duties of Airport Manager are assumed by J. W. Brennan, Port Director, who is the executive officer ap-

pointed by the commission in active charge of the Port of San Diego and San Diego's Municipal Airport.



WHO?

Who was the bright young man in the engineering department who went deer, (not dear) hunting on the opening day of the season with some of the boys and got tired and lay down for a siesta and got the only deer bagged when it crashed by and woke him from a peaceful slumber? Give up? In the party were Major Hurd of the army, Geo. Newman, assistant superintendent, Jack Larson, engineer-

ing department and Henry Golem of the machine department.

Most every body knows the value of a magnifying glass for checking close work, but when an army inspector is inspecting a PB-2A in the sun and said inspector is in a very precarious position some certain company final assembly inspectors take great delight in using the magnifying glass to heat up a certain part of the army inspector's anatomy. I wonder who the guilty parties could be?

KNOCK KNOCK, WHO'S THERE?

Valet. Valet who? Valet tank ay go home now.

LEAVING

Jim Minzner, Tool Design Dept., is regrettably leaving CONSOLIDATED returning to Rochester, New York, to establish residence.

ACCIDENT

Sunday, August 30th, a workman tried wiping a machine under a guard while the machine was running. Through a seriously injured hand he learned his lesson in safety the wrong way. You have only two hands . . . play safe . . . take no chances.



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Machine Shop Drippin's

By Dave Johnson, Clerk.

The first drip is none other than Henry Golem, little Napoleon of the sawdust floor arena. Henry purchased a new home on Jackdaw Street a few months ago and seems very pleased with it.

Empire builder "Scotty" Thompson who is batting out drill bushings over in the tool room temporarily, up and bought himself a garage out in Johnston about 20 miles east on the highway. His father-in-law is his pardner and they plan to rebuild the town which burned down several years ago. More power to you Scotty!

Otto Peterhansel took a Saturday off the other week and went deer hunting. He reported the back country was most beautiful, he said his car ran fine, his gun was in the best of condition, had plenty of ammunition and was feeling fine.

Willie Liddle and Dave Johnson attended the Rockwell Field Club smoker at the Press Club the other night. It was one of those large gala shows and free beer.



The big vertical mill man Keefer, prescribes the Laguna Mountains for all homesick easterners. He says it's the next best thing he has found since he has been out here to supplant dear old Buffalo.

Champeen fishline thrower outer is none other than "Curly" Mann. Yea, man! Driving by National City the other day, he saw some of the boys tossing out six-ounce sinkers. Joined the contest and copped third prize!

Any of you auto house trailer fiends wishing to see a sweet homemade job should drive out and see "Bulldog" Johnny Clarke's house out at the Sunset Auto Court. He lives in it and claims it can't be beat. "Bulldog" is pilot of the big 4-motored "Clipper" Grinder. If you want to see Januwine Morroccan leather, go out and see what he covered his trailer with.

The three-day holiday just past saw Poerscke, the automatic screw machine nurse, first shift, at Catalina cavorting on Avalon Bay, if pre-event reports turned out to be true.

"Chief" Art Scodes, automatic man, third shift, seems to be a fight fan. He has a son that is an up and coming young heavy who has fought several fights at the local arena.

Another news item, if pre-reports pan out, is that Bob Williams spent a three day sojourn at Big Bear Lake doing some real bass fishing.



MACHINIST'S CASE

Kennedy Kits

A complete line of Kennedy Kits is carried at all times to facilitate immediate delivery of your requirements. Kennedy Kits offer a wide range in selections at prices from \$1.25 to \$17.50. Consult our Catalog 12 for types available.

Vacuum Grip .

Vacuum Grip tools need no introduction to those in the aircraft industry accustomed to using only the best.

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San Francisco Airport
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This richer, full-bodied coffee is different . . . and it saves money because you use less per pound.

Enjoy the winey flavor of a blend five mountain-grown coffees . . . preferred in San Diego for over thirty years. Get a pound of **BIG 5** this week!

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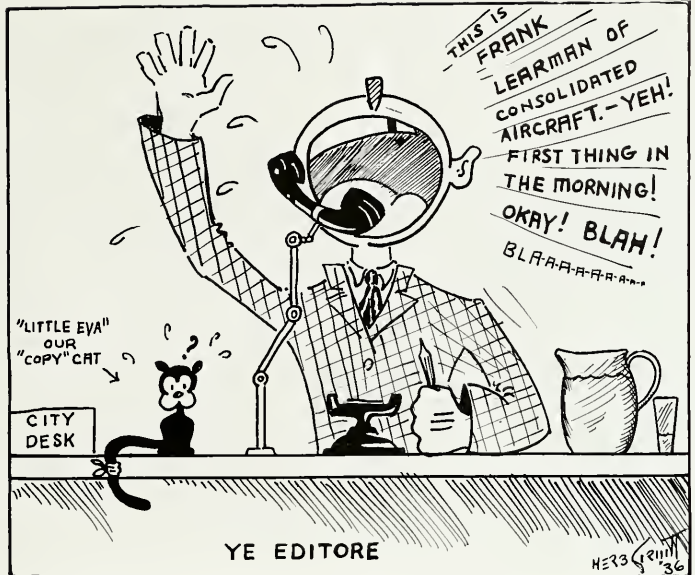
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Terms to meet the requirements of
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THE JOYS (?) OF AN EDITOR

Getting out this little paper is no picnic.

If we print jokes people say we are silly.

If we don't they say we are too serious.

If we clip things from other magazines, we are too lazy to write them ourselves;

If we don't we are too fond of our own stuff.

If we don't print contributions, we don't appreciate true genius;

If we do print them the paper is filled with junk.

Now like as not someone will say we swiped this from some other paper.

We did!

W. B. Kyle, No. 1777.

Recently the hull department bulletin board bore a notice that read something like this, "We have a darn good golf team (Abbott, Doig, Doerr, Langley, Terkehurst, Sloboda and Zamiska) and we need competition—all group or department teams are welcome." This said team was promptly whitewashed by the accounting department, but the boys are back in harness again and want all departments to organize teams to participate in future inter-department contests.

"THE LOBBY OBSERVER"

Methinks that a certain young man will have "Plenty" of competition for the favors of that charming young lady who graces the auditor's office. The "Lobby Observer" has noticed several handsome love-sick swains casting envious eyes in that direction—one "Tall-Dark-Handsome" is quite ambitious. "A Gorgeous Gal" boys.

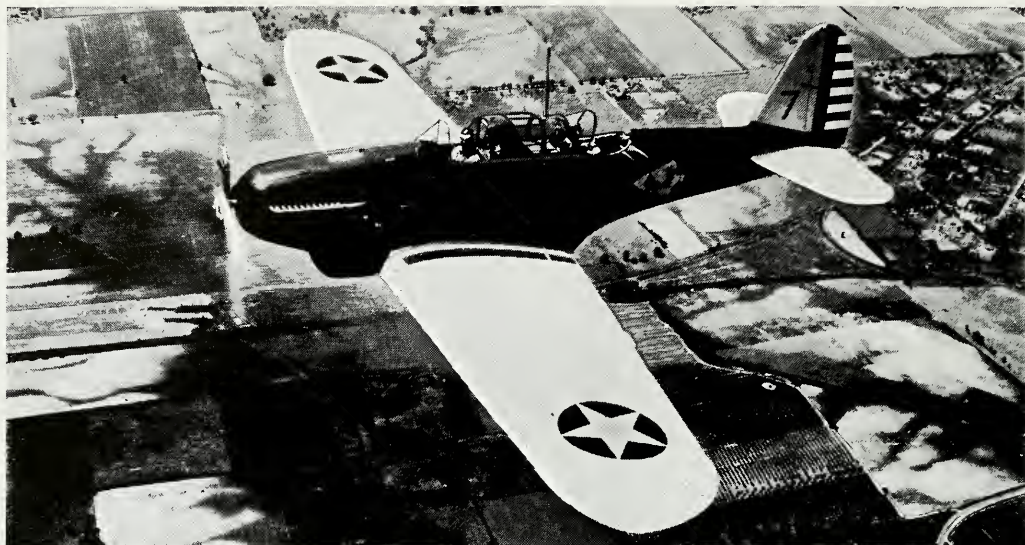
The rookie failed to salute. Said the irate second lieutenant, "See this uniform?" The reply, "That's nothing, see the lousy fit they gave me."

MORE DESERTERS

Deserting the ranks of bachelorhood already or soon, will be: the "four bachelors". Deserted August 16th, Bob Downing, trailing edge man. Desertress, Miss Hazel Fisher. Franz Secrest, hull, and Miss Billie McCauley. Walter Lovelace, spars, and Miss Joan Turner, also, Dick Cole and Miss Alice Earl.

Seeing is believing and if we did not have the best of photo and art work in this issue it would not be the tops it is.

Orchids from the staff to Otto Menge, our demon photographer and to Herb Truitt, who makes Herriman and Walt Disney mere carbon copies.



CONSOLIDATED PB-2A IN FLIGHT

Howard Clegg and Clarence Unroe are buying an OX-5 Eagle Rock plane.

Fred Hargar . . . tool room foreman announces that his period of convalescence is about over and he will soon be ready to go to the beach for another beautiful (?) coat of tan!

ILLNESS

Word comes of an illness overtaking Mrs. Leonard Hulton, wife of the tool room's start soft ball twirler, on Aug. 26th. Please express the wishes, Leonard, of the whole plant for her early recovery.

Ken Bruning of the Wings is seeing the Air Races in the capacity of field mechanic.

"It is always the unexpected that happens."

"That's right. I remember that one time it rained after the weather bureau had predicted it.

Knock-knock

Who's there?

Gott.

Gott who?

Gott a go.

Al Nelson, while at the La Jolla Country Club, assisted a beautiful young maiden who had fallen off her bicycle. After asking the name of her benefactor and properly thanking him she said:

"Mr. Nelson for your kindness you are welcome to anything I have."

So Al took her bicycle.

Belated congratulations to Mr. and Mrs. William Wheatley on the arrival of twins. Bill always does everything in a big way.

Lucille Fisher promised us a column of feminine interest which will be a feature of the next issue.

Felix Rossoll of the planning department can sure boast of his youngsters. Felix has purchased two horses. The boys enter all horse shows and get their share of prizes. Go to it boys!

IDENTITY

To identify either Bert Rowan or Johnny Doig, simply pick out the two brightest shirts in the plant. The one with the yellow tie is Rowan.

SOLEMNIZED

Saturday, August 15th, saw Miss Carol Howe united with J. Harry Jewell, engineer. Late, but nevertheless, congratulations!

Who'll donate a Wasp-powered balsa wood Jenny? "The Poet" wants to do a 9-G.

A. E. Jensen, No. 4258.

You'd expect to
pay **MORE** for

27

PROTECTIONS

BUT Arden "27 Protections" Milk
sells at regular prices

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FROM SAN DIEGO
COUNTY FARMS!



PROTECTED MILK

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Rare gifts from the Orient at
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SHEET METAL TEAM—INTERDEPARTMENT LEAGUE SOFT-BALL CHAMPIONS



Front row—left to right—Manager Raymond, Furgeson, I. Craig, Biet, Berardini, Perry, "Scotty," Back row—left to right—Capt. Kirkman, Harris, Hatalsky, Larsen, W. Craig, Cook, Richards, Bendt.

Highlights In Los Angeles During the Air Races

(a la Winchell)

Ken Abernathy getting sunburn and eye strain in the Guest Seats watching the delayed parachute jump. Jack Thompson wondering which one of his ten box seats he would use and then not using any. . . . Monsieur Detroyat the handsome French Ace being besieged by women admirers. . . . Walter Hamilton, Supt. of Maintenance of TWA wearing a "Press Badge" in the visitors' section. . . . Major Fleet and Mac Laddon studying the French speed ship. . . . Louise Thaden winner of the Bendix Trophy looking pleasant and happy. . . . Joe Jacobson, still smiling after two crack-ups. . . . "Pop" Cleveland, showing everyone how to have a good time. . . . Jimmie James of Western Air fame helping him have it. . . . The Tom Colbys entertaining in fine fashion at the Ambassador. . . . Anthony H. G. Fokker watching the dancers at the Aviators Ball and Carl Squier, Vice-President of Lockheed helping people get cocktails at the same. . . . Blanche Davis and Jane Dunn checking out of the Plaza with ten men carrying their luggage. . . . Jack Frye, President of T. & W. A. and Major de Seversky of Seversky Aircraft, both with their charming wives, looking on from the box seats. . . . Laura Ingalls watching the Rumanian Ace, Popana, giving his little ship the works. . . . Ruth Elder (Mrs. Gillespie to you) admiring my aviation book with all the

autographs at Jack Maddux's barbecue party. . . . Larry and Mrs. Bell, Walter and Mrs. Beech, Hoot Gibson, Frank Phillips of oil fame, Louise Thaden, Alex Popana, and many other aviation and movie celebrities at the same party with Jack Maddux working hard as the chef. . . . Eddie Cantor, the noted French statesman giving a speech in broken English after the Thompson Race. . . . Gladys Witt, Western Air's pretty Chief Hostess, receiving lots of attention. . . . Alvin Adams, President of the same line, watching his ship give a "blind flying" performance. . . . T. & W. A. pilots all watching the tri-motored Ford take off and land on one wing and wondering if they looked like that in the old days. . . . Air Line traffic men explaining to prospective passengers that their ships don't fly like Dick Granere in the old pusher. . . . Jack Storey saying "Oh my goodness" every time Paul Mantz and his gang stunted. . . . Don Frye explaining to people that he can't hire everyone. . . . Phil Larner of Air Associates playing knock-knock on all the doors at the Hollywood Plaza. . . . The Texas Company Band with a good-looking blonde that I tried to meet but didn't. . . . Jean Henley waiting patiently in the lobby of the Plaza for a room. . . . Jacqueline Cochrane helping a friend get Vincent Bendix's autograph. . . . Commander Emil Chourre introduced as a Marine and broadcasting over the "mike". . . . Bob Bussey craning his neck looking for Gordon Mounce. . . . Eva Wiseman leaving Levy's parking lot to pick up Herman

and come home. . . . "Duke" Jernigan, Pete Clauson, Aubrey Keif and the rest of the Texas Co. fliers playing "handies" with friends in Al Levy's. . . . Someone answering the phone at the Plaza as "Psychopathic Ward." . . . George Newman dodging airliners in his Fleet on the return trip. . . . Hundreds of CONSOLIDATED cars coming back in the fog. . . . Me coming back to work to get rested up.

Jack Frost.

UP AND ATOM!

Mr. Clever, head of the finished parts stockroom wants to build a few more stories for parts. The large and heavy parts are always on top. To prevent Clever from putting finished spars on top they have been hung up out of his reach, in the spar dept.

WAKE UP THAR!

Bert, the anodizing man, 'tis reported, wants an eight-inch gong to replace the little one. It will wake him up when it's time to change the anodizing loads.—F.J.L.

PULEEEEEEZ....

Print names of persons involved in the news articles you turn in and if possible add their clock numbers as a further precaution. Many hot news items couldn't make this issue because the names were not clear. The names are vital . . . get all the names of persons in the event that happened or is to be. Sign your own name in printing likewise. Your cooperation will be much appreciated.

GREETINGS

To Master Stanley Earnest Holden born at Mercy Hospital August 30. Congratulations to Mrs. and Mrs. Earnest C. Holden. Holden is connected with CONSOLIDATED tool room department.

FISHERMAN

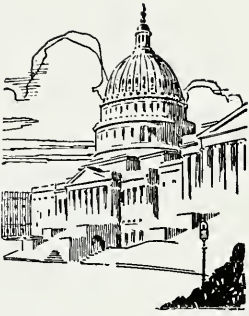
Glenn Hotchkiss, boss of hull dept., throws the big ones overboard. Cleans, and gives away the rest. Claims they wouldn't believe he caught the big ones anyway!

Richfield Service Richlube Lubrication



FRED MARTINO

Opposite Marine Base on Pacific Highway



WE WELCOME WEIHMILLER

Our Washington correspondent is taking a new lease on life again basking in the health-giving sunshine of Southern California, as filtered through the specially prepared Vitaglass window panes of the Engineering Department.

We wrote Weih the other day and asked him for the low-down, the O-O, the spot news, direct from the Nation's Capital, and he has replied by bringing himself back here so as to tell you, through the medium of a personal appearance, his inside dope on Washington, and the East in general.

After thoroughly wising himself up on CONSOLIDATED'S progress since his departure from San Diego last winter, Weih will return to his post of duty, recharged with pep, enthusiasm, and knowledge of plant and product.



Glenn Hotchkiss, foreman of the hull department, was surprised to see a group of his mechanics engaged in very strenuous exercise a short time ago. Incidentally, it was one Sunday afternoon on the beach at La Jolla, and then, as every Sunday, could be seen the acrobatic team of Hanger, Marrow, Williamson, Roese, Terkehurst, Bryant and others give an exhibition of—well, they called it tumbling, but as a bystander remarked, "It looks like stumbling to me."

Do you suppose it is the charming personality of the gateman that causes a timekeeper to make four daily trips to the gate to check the watchman's report instead of his usual one? Or are there other reasons? Or is it only one reason?



Complete Service in Three Convenient Neighborhood Spots

Neuner Bros. policy of placing service facilities close to where you reside is proving popular and you are always assured the type of courteous service that means satisfaction.

We appreciate the patronage of Consolidated Aircraft Corporation employees and you'll find us alert to meet your demands ...a square deal ALL-ways at Neuner Bros.

Day and night service

Drive a
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**FORD
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**LINCOLN
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Get the Limit
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"THREE SPOT" Ford SALES & SERVICE

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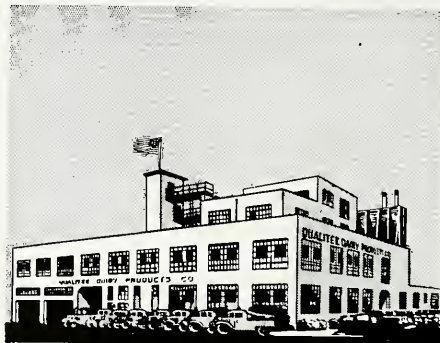
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You and your family are cordially invited to visit the Qualitee Plant . . . one of the most modern milk plants in America.

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MILK · CREAM · ICE CREAM · BUTTERMILK

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WATER! WATER!

A new man stood at the fountain
His hands all lathered with soap
But there flowed not a spoonful of water—
Not enough to encourage his hope.

The spraying had stopped when another man left
(No apparent reason or cause.)
And our friend found himself in a terrible plight
With grime all over his paws.

He looked at the ceiling and rafters
With his eyes he was making a search
For the man in control who was hiding
On some secret watch tower or perch.

He looked in the dad blamdest places
Too small for a human to hide
And longed to catch sight of that feller
To dare him to meet him outside.

So mean to be turning off water
And his anger rose sudden and quick
Then his face grew redder and redder
At the thought of the maddening trick.

He looked at the other guys laughing,
He looked for the face of a friend.
There approached a good natured fellow
With advice and assistance to lend.

"Go wipe your hands on some paper
Come again at the end of the day.
The man who fetches our water
Took his bucket and left for the day."

"But still if quick water you're wanting
And that's what you're needing, I guess,
Put one of your feet on the starter,
And washie like hell while you press!"

By Fred W. Newcomb, No. 880.
Consolidated's Poet Laureate?

KNOCK-KNOCK
"Who dat?"
"Ezard."
"Ezard who?"
"Ezard true what they say about
Dixie?"

Said Mamma Mosquito to the baby
mosquitos. "Be good little children
and I will take you to the Nudist
Colony this evening."

Jack Thompson returned from an
Eastern trip recently and reports the
weather there so hot and dry that the
tree are going to the dogs.

SMITH-ABELS

Congratulations to Alan Abels,
Engineering Department and best
wishes to Katherine Smith, Personnel
Office, on their recent marriage.

NO LUCK?

Lee Shannon of the Wing Department
would like to borrow a sling-
shot or a pea-shooter the next time he
goes rabbit hunting.—Adv.

UPRIGHT HABIT?

Monty Manning was seen down
town buying auto wax. Wondered
how he kept that mustache so slick.

SAN DIEGO'S HEAVEN ON EARTH CLUB

By J. E. Dryer, President

This club, which I hope all of the
CONSOLIDATED family will join,
is organized for one purpose only . . .
to educate local folks and the world at
large on the factors that make this the
world's natural air-conditioned area.

We have gathered data from au-
thoritative sources and can prove any
statements we make.

If the world at large becomes ac-
quainted with our equable climate, as
you folks have done, this county will
be the mecca for more visitors and resi-
dents than ever before.

The club has no dues, no assess-
ments, and the membership is wide
open to all who promise to tell the
truth about our community, to be
consistent in their efforts to publicise
this area to their relatives, friends and
business acquaintances by word of
mouth and correspondence.

San Diego has the finest climate in
the world and it is the ambition of
the Heaven on Earth Club to keep
letting the world know about it so
more people can come here and enjoy
it with us. Heaven is a friendly place,
so we intend to make this county even
more friendly and hospitable than it
is now.



When you think of automobiles

THINK OF

KEN MALTBIE and FRANK MUNSON

YOUR REPRESENTATIVES WITH

Campbell Chevrolet Company

Sixteenth and Broadway

Franklin 1234



BRAIN TRUSTERS?

Shades of the Roosevelt administration! Right in our midst are uncovered, hard at work, two full-fledged professors! Yessir, Prof. K. D. Wood, formerly assistant prof. of mechanics and head of the Aeronautic Dept. of Cornell University, connected with the Calif. Institute of Tech. Aero Lab., Co-author with W. B. Wheatley of "Elementary Aerodynamics" and author of "Technical Aerodynamics" and "Airplane Design." He is a consulting engineer for CONSOLIDATED doing research on aerodynamics and special problems. And on our left none other than Dr. Merit Scott, Penn. State College. Teacher of special courses in physics, mechanical and electrical measurements. Doing research on special stress analysis problems for CONSOLIDATED.

OFF OF THE WAREHOUSE SHELF

Dies, Punches, and Templates in profusion

The marked and unmarked all in confusion

Drilljigs, Weldingrigs, and water seals
Elusive numbers were chased till down at the Heels

Some were of value, some obsolete.
To see them in order is quite a treat,
You can get what you want without much ado,

All to the credit of the Warehouse Crew!

ANON Y. MOUS.

The provost guard stood at the door of the prisoner's cell at sunrise, "Get up, the firing squad is ready to do their stuff!"

"Where are they going to shoot me," was the unhappy rejoinder. "Five miles from here." The prisoner looked out of the window at the fog and slept. "Do you mean that you are going to walk me that far just to shoot me?"

"What are you kicking about?" replied the guard, "We have to walk back."

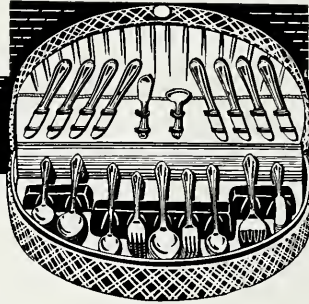
"He who works hard and uses all of a small opportunity will surpass the man who partly neglects a great one." And "The man who never made a mistake is the man who never tried anything." Two sayings worth remembering. Contributed by Joe Hyden, Paint Dept.

By Bud

The reason for Al Webster spending all his weekends in Lakeside has finally come to light. He is marrying Irene Scott of that thriving community before the end of September.

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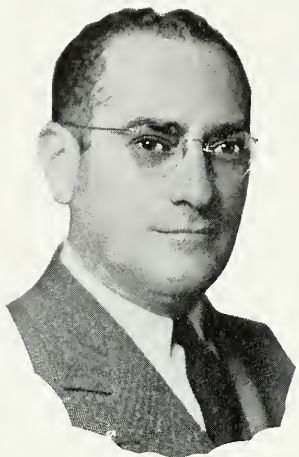
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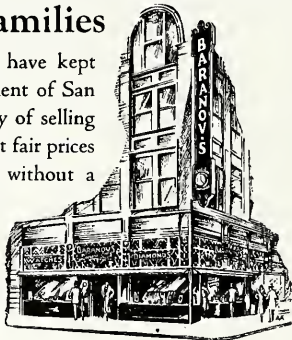
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CONSOLIDATOR



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CONSOLIDATOR

Volume 1

October, 1936

Number 2

EDITORIAL

Too much in evidence to be ignored, is the feeling of cooperation expressed regarding many of the items submitted to the editors of the CONSOLIDATOR from the whole plant, a spirit of willing cooperation expressed for mutual benefit of all concerned.. Such expressions coming s they did, spontaneously, and from many departments, from persons unknown personally at this writing, indicate quite clearly a spirit which is making CONSOLIDATED the foremost aircraft manufacturing plant in the world. Perhaps that last bit is bragging a bit, but then, dag nab it, we might as well say so, and then go ahead and prove it!

Just as a bit of a sidelight on this spirit, it was learned that one of the men in the plant had the misfortune of losing his pay. That is his own hard luck, if you want to look at it that way, but the fellows in his department didn't see it just that way. They chipped in among themselves so that he wasn't out a cent! Maybe you think that fellow isn't a booster for his fellow employees? It's no wonder there's such a pulling together which is bound to make CONSOLIDATED records for all the world to shoot at.

From the editor's standpoint, producing this, the second issue of the CONSOLIDATOR, has been highly stimulating, sensing this cooperation through the many suggestions, letters, news items, cartoons and art work submitted. Every bit of this was fully appreciated. Sorry that between the two covers space could not be found for everything submitted, and apologies too, for having to "cut" to the very bone many of the items in order to make room. Your suggestions are always welcome.

The editorial staff is not a crystallized group but open to anyone, and the moment you begin contributing you become a partner editor of the CONSOLIDATOR.

—The Editor.

EDITORIAL STAFF

Tod Carter	Hull Department
V. O. Castle	Hull Department
Norman Davidson—Issue Editor	Tool Design
Bud Deacon	Timekeeper
C. Farnsworth	Hull Department
Otto Menge	Photographer
R. Pownder	Timekeeper
Herb Truit	Paint Department
Cash Stall	Timekeeper
Robert A. Bussey	Financial Manger
Edgar N. Gott	Advisory Editor
Frank A. Learman	Technical Advisor

... and last but not least the many, many persons who contribute bits of vital news about plant members, timely suggestions, cartoons, etc. This makes everyone an editorial member of the staff!

Published monthly by and for the Employees of the Consolidated Aircraft Corporation, Lindbergh Field, San Diego, California.
Printed in San Diego, California, U. S. A., by Frye & Smith.

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Consolidated Picnic

The Second Annual CONSOLIDATED Employees' Picnic is now history leaving us with a pleasant memory and a sense of regret that we will have to wait an entire year before we have an opportunity to attend another.

A committee composed of Bert Bowling, Scotty Birse, Eddie Jones, and Frank O'Connor was in charge of events. Some of the events scheduled and the winners are as follows: 50-yard dash for boys under 15

.....G. Davidson
50-yard dash for girls under 15

.....Roma Neudlin
Peanut race for girls under 10

.....Janet McLean
Egg-tossing contest

.....Dick Senn and A. Nie
Nail driving contestMrs. Ferguson

Baseball throw for boys under 10
.....R. Bell

Baseball throw for girls under 12
.....Winifred Ezard

Baseball throw for women
.....Mrs. Standley

In the tug-of-war contest the day crew of the wings won from the Sheet Metal Department. Final Assembly from the Maintenance crew and the Final Assembly from the Hulls. Of the night shift teams the Tool Department was able to out pull the Machine Shop while the Wings won from the Paint Department.

Of these events the egg-throwing contest and the tug-o-war attracted the largest audiences.

Those who came too late to see the stunt flying by Gordon Mounce missed one of the finest attractions of the picnic.

That there is no dearth of talent in the CONSOLIDATED Plant was shown by the unscheduled singing over the public address system by Gene Pasek and Paul Willowby. Street singing of old favorites such as "Carry Me Back to Old Virginny" and "Sweet Adeline" was carried on with true barber-shop harmony by a group composed of Buck, Galvin, Al Leonard and others.

In the plunge a large audience was entertained by tumbling and fancy diving exhibitions. Some of those engaged in these pastimes were Glenn, Zamiska, and Dunn.

A few statistics on the picnic might be of interest to those statistically-minded individuals who enjoy calculating objects in regard to their stretching ability compared to the distance to the moon. Approximately 5600 persons attended the picnic, of these 2200 remained for the dance. From two o'clock till six 650 indi-

viduals used the plunge. The Merry-go-round which was operated at full capacity for three hours gave rides to 2185 children. 500 half-pints of plain milk, and 500 half-pints of chocolate milk were served. As well as 2000 large bottles of soda water including 4000 straws. 87 and one-half gallons of ice cream in individually wrapped packages were distributed to the children. 86 gallons of coffee including cream and sugar was consumed by the families bringing lunches. As for that clear amber fluid there were four taps from each of which 950 glasses were drawn per hour for a total of 37 half-barrels.

Some of those in attendance were given an opportunity to see Jim Morris in action when he captured a pick-pocket. (Not an employee.)

Too much credit cannot be given to the timekeepers for the efficient way in which they handled the parking of the cars.

The janitors and watchmen also deserve a hand as many of them sacrificed their entire day to helping with the many details made necessary by so large a crowd.

"Esprit-de-corps never bubbles up from the bottom; it filters down from the top."
"A quitter never wins and a winner never quits."

As Freakley, manager of the Tube Bending Department, says, "Our department is just as crooked as ever."

"Windy" Roese of the Hulls will fill hot air balloons for a very nominal sum.

Jack Benedict, Hulls, spent several days at Sequoia and reports that the fish are all very small.

Word comes that Mr. Morton of the night clean-up crew is to be complimented on the fine way of handling things. By No. 789.

Bud Mathewson, when asked for a measurement seriously ups with an answer of fifty and one-half sixty-fourths . . . Not long ago Bud went searching for a skin stretcher . . . Ask Gene Coleman for an ear warming account of the air races . . . Jack Frost, the blonde with the Texaco Band is Miss Conrad.

Excerpts from Ken Bruning.

Night Sheet Metal note: C. J. Eastwood went into a cafe in Westwood and was promptly served Eastside.




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For
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Recipe for
BREAST-O'-CHICKEN
TUNA & SWEET POTATOES

BAKE six medium-sized sweet potatoes. Mash, season with salt, pepper and butter. Add 1/4 can of finely shredded BREAST-O'-CHICKEN TUNA. Mix all together. Place in buttered baking dish, spread top with melted butter, garnish with 1/4 can BREAST-O'-CHICKEN TUNA in large pieces. Heat 5 or 6 minutes and serve.

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WHEN YOU BUY TUNA FISH...
the non-lattening
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a delicious flavor



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BREAST-O'-CHICKEN
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FANCY SO

ANOTHER CHARTER EMPLOYEE



Last month Leo Bourdon's story of how he came to be one of the charter members of CONSOLIDATED was told. Leo has informed us of a little incident which happened when he went to apply for the job, and converted into the latest of "Knocky-knocky" talk it runs something like this:

"Knock Knock!" goes Leo.

"Who's there?" Comes a voice from within the Gallaudet Aircraft factory (which was later to become CONSOLIDATED).

"Leo!" Says Leo.

"Leo, who?"

"Leoldest time Consolidated Employee looking for a job!"

"Leoldest time Consolidated Employee, me eye! This is him a-openin' the door!"

And none other than Felix Rossoll, chief of the material order section of the planning department was the one who opened the door for Leo!

Felix Rossoll, it seems, was born in Norwich Conn, Rose of New England, where the Gallaudet Aircraft plant had its inception. Felix was all set for college at the tender age of 17, away back in 1913 when he decided to take a summer job with Gallaudet. He liked it so well he just stayed on and has been with the company and its successor, CONSOLIDATED ever since.

"At that time," relates Felix, "the total personnel of the plant consisted of the two Gallaudet brothers and three assistants, of which I was one. The first plane I worked on was a single engine monoplane flying boat, pusher type, with two three-bladed props and warping wings. This, I believe was one of the first flying boats built in the United States which actually flew. The maximum ceiling as I remember it, was about seven feet. Some contrast with the PBY-1s! We also built two tractor biplanes powered with rotary Gnome motors. Leo Bourdon soloed in one of these.

In March of '17, the plant was moved to East Greenwich, R. I., the moving taking one freight car. Assistant foreman of the wing department, foreman of final assembly, chief inspector, and during the war, in charge of the planning department were some of the various positions which fell to Felix's lot as the plant grew. Sometime during 1922 or '23, Major Fleet became general manager of Gallaudet Aircraft and in May, 1923, CONSOLIDATED AIRCRAFT was born and Felix became a charter member. Buffalo, N. Y., was chosen as the future home of CONSOLIDATED AIRCRAFT. This time three freight cars were required to move the equipment. The arrival in Buffalo occurred Sept. 17th, 1924. Felix was in charge of the production department, material supervisor and has been in charge of material order department to date.

As an interesting sidelight on the progress of CONSOLIDATED as he has seen it from the beginning, Felix gets a big laugh out of the one freight car which moved the entire equipment of the early company as compared to the 50 freight cars which were necessary to move CONSOLIDATED'S equipment to San Diego from Buffalo. Asked if he had the chance to start all over again, his reply is without hesitation, "Yes. Aviation is constantly changing, always something new, always interesting. In the old days, material ordering was simple since boiler plate and cold

rolled steel was about the extent of the metals used. We probably produced some of the first steel tube fuselages in this country, and I believe we have a fair bid for the honor of being the first to use dural in aircraft construction." This is a long way from the complexity of material ordering which Felix handles today to keep the PBY's rolling off the line!

Geo. Irwin of the Inspection Department, has recently moved his Aircraft School to new and larger quarters located at 1611 Lewis St. It is understood that Geo. has his place well equipped to teach many phases of aircraft manufacture and that he has trained 74 men so far this year.

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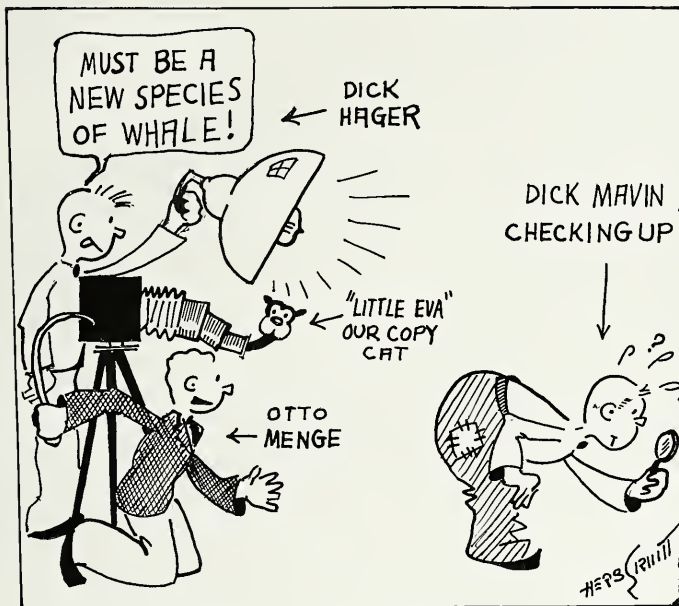
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San Diego, California



"FEMME NEWS"

We welcome newcomers in our Company, Mary Meredith of the Purchasing Department, Clara Sacks and Marian Morin in our Accounting Department. Howdy.

Mrs. Walruff of the Navy Office is away for her health. We hope for her speedy recovery and a hasty return.

Odessa Steffel has left our Purchasing Department for Frisco, where she hopes to lasso the man of her desire and settle down to be the perfect wife. Here's hoping her roping instructions have not been neglected, and we all wish her the best of luck.

Kathleen Schneider and Margaret McDonough had a Farewell Party last Monday night for Odessa Steffel and Leta Davis (who, one of these days, expects to depart for good old Buffalo for a vacation). The "don't dress up" part of the invitation was taken seriously by twelve of the CONSOLIDATED "Females" and such costumes were worn as would do them proud had they been able to secure Otto Menge to photo the contour (shapes to all who do not savee).

Bridge was in order, but due to characters such as Clark Gable (Blanche Davis), Hula Dancer (Lucille Fisher), Rosie O'Grady (Jane Dunn), Fashion Plates from San Diego Waterfront (Irma Sommer, Jean Henley, Ann Howard), Bengal Lancer with four sets of eyebrows (Vanita Janke), the fresh freckled

kid (Clara Sacks), Indian Squaw (Lucy Maddox), and the very noted Style Expert (Eva Wiseman), the bridge game soon turned into a riot of fun. Jane Dunn does a perfect somersault, and the only question now before the audience is what does she do with her arms and legs and where did she get the pink panties? To the tune of "The Sidewalks of New York" Lucille and Jane put on a powerful Bowery dance. Anyone who wishes to learn this dance together with the latest Hawaiian shake in true Hawaiian costume (as done by that Fisher person) may join the class by paying a small fee. Avis Clarke and Odessa Steffel tap danced, but they seemed to be a bit out of practice, rather stiff, you know. Magdalene Robinson (Miss Darr, of the Army Office, to us), gave us a song, so you can readily see that talent is not lacking in CONSOLAIRCO.

Imitations were numerous and plenty of ears should have burned throughout the CONSOLAIRCO organization.

The Beechnuts gave their interpretation of a "Shot-Gun Wedding". Anyone in the organization expecting that such will be the case, may call on the "Beechnuts" for a perfect rehearsal. Avis Clarke makes a grand "Daniel Boone", Grace Koenig would put any clergyman in the rear seat, and ring-bearer, Fay Garnett, was very much

at home "without a word to say." Kathleen Schneider dressed in the "Pater's B.V.D.'s" took first prize as the overjoyed (?) groom, and Marg McDonough as the blushing, innocent bride. The bouquet of dahlias carried by this blushing bride made the rest of the "buds" look rather washed out.

Irma Sommer with her wardrobe of fans and imitation flowers played a prominent part in the elaborate array of style and color.

Mrs. Allan Abels (Kay Smith until a few months ago, when she took Allan's intentions seriously and said "I do") was also present, making our party quite complete.

Eats were served and all went home in the Patrol Wagon. The mothers present, Mrs. Steffel, Mrs. Clarke, Mrs. Schneider, and Mrs. Fisher, were very much shocked at their daughters and believe it in order to watch them from now on. Perhaps we should have told the mothers to stay at home.

A good time was had by all. It is rumored that the Schneider family is looking for another house. Noise of the type that emerged from their home that evening makes a great hit with the neighbors and a petition for removal from the premises may be in vogue.

Last but not least, Kathleen's sisters, Ida and Marjorie, are to be congratulated on the splendid serving of food to these starving brats of CONSOLAIRCO.

If a person has but one small dime and wants fifty cents worth of candy, just give the dime to Kay Schneider. She seems to do right well by herself at the "Aircraft Cafe." Is it personality?

We have recently had a romance on the "Ranger". Ask Marian Shields about it. I don't think she recommends that sort of diversion.

Gladys Roy has had a good laugh over the Party, as she could not attend.

Dorothy Peterson, living in that snooty place called "Lahoya", had better move in with the common people because we could have dressed her up fittingly for the party too. Do not be so ritzy the next time. Just because you were invited to spend the night at the Loma de Oro, three in a bed, is no sign that you had to go to bed, or stay home.

More next time, if you like it.

Lucille.

No. 636 wonders what Miss Fisher is going to do with all the "hush money" she has been collecting since the first edition of the "CONSOLIDATOR." The worm might turn one of these days and then "whoops, my dear."

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You'll know you're drinking coffee when you use **BIG 5**. It has a rich, winery flavor ... and, you use less coffee per cup because **BIG 5** is stronger.

WE ROAST
**S. J. WINES
PERSONAL BLEND
COFFEE, too**

Try These San Diego Products

Our best wishes for happiness and success go to Milton Spaulding, of the Planning Department, and his charming young bride. The happy event took place September 19. (*This little fellow "Dan Cupid" seems to be putting in a lot of overtime work recently.*)

No. 636.

CONSOLIDATOR TAKES A BOW

Of the many letters commenting upon the first issue, excerpts from a few are printed below:

"I was very much surprised at the wonderful magazine you worked out in such a short time." Emil Klicka, V. P., Bank of America, San Diego.

"I have just finished looking through No. 1 issue of your attractive publication, and I want to congratulate all concerned on the quality * * * of this 32-page magazine. We will have a reference to it in the October issue of U. S. Air Services. This magazine of yours is an impressive affair, and I look forward to future copies with great interest. Incidentally, you are at liberty to reprint in full or in part anything in U. S. Air Services that may seem worthy of such honor." Earl N. Findley, Editor, U. S. Air Services, Washington, D. C.

"I take this opportunity to congratulate you—you and your co-workers—on the successful first edition of your new house organ. You have truly done a fine job and we of Lockheed wish you the best of success. I am placing your name on our mailing list and I hope you will enjoy reading of our doings as much as we thrilled in perusing your 'blessed event'!" James V. Griffin, Editor, The Lockheed Aircraftman, Burbank, Calif.

"I received today, and read with great pleasure the first copy of your magazine. It is pleasing to think that the organization has grown so that a House Organ is needed and to think

that when one is needed it can be so beautifully edited. I must insist on being put on your mailing list as I feel it will help me immeasurably in keeping track of the Company's affairs." George M. Pyncheon, Jr., New York City.

"I was very much pleased to receive Issue No. 1, Vol. 1, of your new magazine. Kind regards to all of your organization, and best wishes for the success of your new publication." Gardner W. Carr, Vice-President, Boeing Aircraft Co., Seattle, Wash.

"May I congratulate you on the maturity of your baby. I am taking it home to finish reading it, because I know Mrs. Holland will be interested to read it through, and I think that therein lies the value of such a publication, namely, that the girl friend at home knows what is going on, and feels that she is part of the family, and believe me, that's important. With best wishes for continued success," Henry Holland, Buffalo, N. Y.

"I have a copy of the first issue of the new magazine. I read it with much interest and am delighted with it. I think this magazine, devoted to the interest of the CONSOLIDATED family, will, as its name indicates, serve to further consolidate and strengthen our fine organization, and stimulate the interest of every officer and employee. The idea, the name, and the magazine itself, are all excellent, and I extend my heartiest congratulations." Dean Schnacke, Dayton, Ohio.

"The CONSOLIDATED magazine came in this morning. I have carefully examined every page of the magazine and think it excellent in every respect." Benjamin F. Castle, New York City.

"The magazine is splendid and is the kind of house organ we would like to have." C. R. Smith, President, American Airlines, Chicago, Ills.

ATTABOY CONSOLIDATED!!

"The first issue was exceptionally well handled and showed that some active news-hound has his paw in at San Diego. Best of luck, CONSOLIDATED, and may all the advertisers continue to support your fine work." —Extract from article in The Lockheed Aircraftman, September-October, 1936.

And incidentally, the monocotyledons (orchids to you) are extended to the editorial crew of the Aircraftman, for a most excellent publication.

Ed Generas, having purchased a boat, now spends his evenings working on the same along the waterfront. Mrs. Generas, so Ed says, now feels that she is the forgotten wife.

"Melog."

SEE HANK FINK

Ask His Opinion of
**KEN. MALTBIE
FRANK MUNSON
CAMPBELL CHEV. CO.
AND HIS CAR**



Ken. Maltbie



Frank Munson

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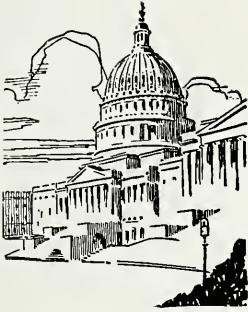
WE ARE NOW TAKING ORDERS FOR OUR 1937 MODELS

Campbell Chevrolet Company

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News From the Capital

EDITOR'S NOTE

In printing the following interesting account of Washington doings, it is only proper to state that Weih completely fooled us on the Western trip mentioned in the last issue. He is still expecting to get back here before snow flies (in the East) and in meantime will continue carrying the standard of CONSOLIDATED in Washington with his customary ability.

Congrats to the fathers, editors and contributors of CONSOLIDATOR on making our magazine a reality. The first issue was a wow, and we read it all including the ads. To those of us far away from the plant, CONSOLIDATOR is as welcome as an eight-page letter from your best girl.

Far away in miles but only a few hours by air. When CONSOLIDATED personnel radio they are flying East, they arrive almost before their wires. With 1,015 passengers in and out of Washington Airport during September alone, the Capital's Airport is a scene of continual air activity, a cross-roads of the air.

It's a great game we are in! All within a few weeks we note the successful landing in a downtown Washington lot of the new roadable Autogiro which folded its rotors and taxied down the street to the front door of the Commerce Building; the launching of the Navy's newest aircraft carrier, the huge Enterprise, at Norfolk; (you'll soon be seeing it at rest across San Diego Bay); beginning of regular air passenger flights across the Pacific and the Atlantic just about to be conquered, and delivery of the first of our own flying boats—the Nation's first line of defense! *Time Marches On—but Aviation Flies Ahead.*

While we are up in the air, if you come East, don't fail to take in the new 60-mile stretch of the Skyline

Drive, just opened along the crests of the mountains overlooking the scenic Shenandoah Valley. It's the nearest approach to flying on terra firma.

It's happened! A recent bulletin of the Biological Department here gives birds the right of way over airplanes. When you see a flock of geese heading south across your path, duck.

A novel aid to the Red Cross drive in Washington resulted in Army aviators forming a huge cross in formation flying over the city.

Lou Gehrig's at bat—and Yale is on the one-yard line—be seeing you next month. H. E. Weihmiller.

As we go to press, dispatches indicate the following:

Navy Department bids opened October 2, show CONSOLIDATED low bidder on 66 VPB flying boats.

Coast Guard bids opened October 7, indicate CONSOLIDATED as bidder on a maximum quantity of six special airplanes for Coast Guard service. Three other manufacturers also submitted figures.

Here's hoping that both roll down the center of CONSOLIDATED'S alley!!!

WHAT, A FISH STORY?

The old saying that it's not news when a dog bites a man, but if the man should bite a dog then that IS news, has nothing on the headliner which happened to fishermen Bill

Bellows, B. Garrett, E. Landsperger, T. Patek, Hugh Brent, Dudley Oatman, Whitey Carter, J. Glenn and E. Green. It seems that they went a-fishing, and that a giant ray reputed to weigh 2000 pounds with a "wing spread" of 15 feet and an overall of 17 feet decided to do a little angling of his own. So he up and tangled himself in the anchor rope and proceeded to cavort about, towing the boat and some surprised fishermen along with it! Just to prove he was a gentleman, he completely cured several nicely developed cases of seasickness. He played foxy and let the boys think he was in the bag, then up and flipped out of the rope and headed for home, where ever that is!

Grace Koenig, states that it rained almost every day when she visited Buffalo. Yours for San Diego where it never rains in the summer.

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Complete Automotive Service

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TUG-O-WAR

On Tuesday, September 22, the Maintenance tug-o-war team pulled the Hull Department team off their feet after four minutes and thirty-five seconds of sweating and straining.

The Maintenance team (Dyjak, Lamb, Nesbit, Willingham, Mareyan, Dorsey, Burnett and Clutinger) issued the challenge. The following composed the losing Hull Department team: Farnsworth, Glenn, Dixon, Mullins, Zamiska, Paine, Gee and Brownell.

All the boys in the Bench Department seem to be carrying a pleasant air these days. Can it be because of the environment of their new building—we wonder.

V. O. Castle, 5058.

ILLNESS

Bob Briddle, foreman of the Carpenter's Department, was on the sick list September 17th, but is reported back on the job again, we are glad to hear.

Thanks, Sam Barone (Hull Department) for your article on "Test Piloting." Very good. Sorry articles of this nature were already scheduled for this issue. Don't weaken, shoot some more in!

We hear our fiery top, Red Chapman, of the Hulls, has gone the way of all flesh—he is getting married. We find the lucky girl is to be Alice Butler. Maybe it's the climate?

V. O. C.

FOR THE DEAR DEER BOYS

"What did the buck say to the doe, as they watched their offspring scamper off down the hill?"

"Some fawn (fun), eh, kid?"

V. O. Castle, 5058.

Jerry Powell has purchased a new aviator's helmet. He will wear it when he ascends to the top floor of the new experimental building.



Mesa Flying Club News

Since the last issue, we have had several new members join us. D. Hedrick, N. Goodis, R. Bell and S. Norris of the finish department, Mr. F. Rohr of the Ryan Aircraft Co. and Mr. Manderville of tool.

On Labor Day, a member flying on a flight slip issued by the Operations Manager, who was at the time attending the air races, evidently decided to find out for sure if he could defy the laws of gravity by leveling off 20 feet too high and making a record spot landing. Result: damaged landing gear, broken prop, dismayed student!

Through the varied labor facilities of the club's members, plus the kind cooperation of Leo Bourdon, C. Petit, C. Hatch, F. Gascoigne, Cass Gurney, Hank Leigle, O. Hubbard and Jim McCartney, to whom the club would at this time like to extend each one its sincere thanks and gratitude, the ship has been repaired and OK'd by the Department of Commerce and by the time this goes to print will be flying again, a much better ship than when it left the factory. Reasons? Because the members felt that while they were at it, the ship could be completely overhauled and reconditioned, though it was not yet necessary to do so, and as a result have not only afforded themselves the equivalent of a brand new ship, but to those members who benefited, an excellent general ground school experience.

At our last meeting (Sept. 18th) Mr. Gregg (North Island) was elected secretary, as Mr. Baker who up until

now has occupied this position as well as that of treasurer, and done a noble job of both, decided that he was in need of help, his duties having increased considerably since the club first started last April. Mr. Hunnerman, our vice-president, was ill for ten days but he is back now with his happy smile for each and everyone. Last but not least the quota for 20 new members, to obtain our advanced trainer is almost full with just a few more to go, so if anyone is interested, contact any regular member and we'll be glad to have you down to our meeting.

John Zamiska of the Hulls, and Bill Dunn of the Bench, are vacationing in Cleveland, Ohio. They expect to be back on the 25th of this month. Some guys are sure lucky!

No. 5058.

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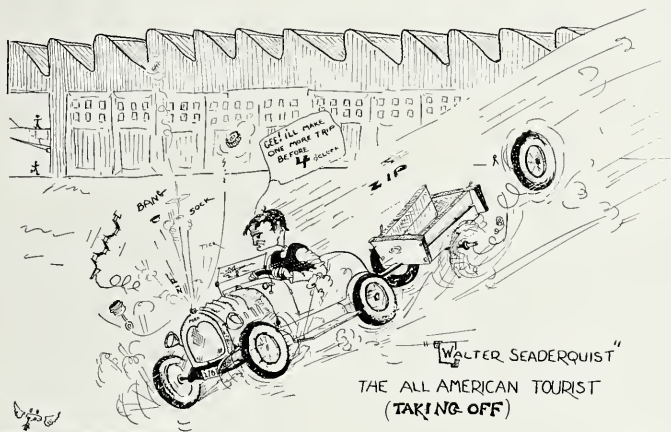
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All change orders that pass thru Tool Design are marked WAS. This doesn't mean that that's the way they WAS, because they ain't. It is the way they is even if WAS is on them. If they ain't WAS and is is, then what's WAS doin' on 'em? Simple! W.A.S. means checked thru for tooling by none other than Walter A. Swartz, tool designer!

DOOR KNOB?

Who hung the lantern on Whitney of the Engineering Department?

GOLFERS, TAKE HEED!

Geo. Roundbush of the tool department says he would take up golf but it is "too late now." When he can see the ball he cannot reach it, and when he can reach it he cannot see it. C. L. R. S.

"MISTAKES"

Everyone makes mistakes, but mistakes may be made the basis of success.

They often point the way not to act, the material not to use, the method not to employ.

There would be little progress were no mistakes made.

The chief harm from mistakes is from covering them up or trying to cover them up and in failure to profit by them.

KERN, No. 1003.

Amalgamated Association of Divot Diggers Playoff stands: Van Doren and Petzon 3 points. Smeltzer and Young 3 points. Van Doren's newly patented wind-gauge failed to function properly it was reported.

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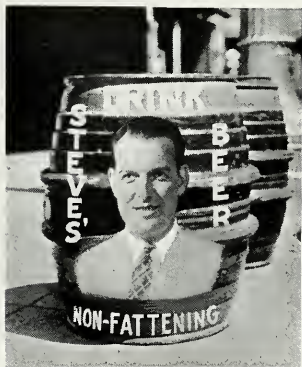
Mr. and Mrs. Barnes

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EQUESTRIAN

Bob Brabbon of the wood shop will be too glad to give professional advice to anyone regarding horseback riding. Bob said he thought at first it was only his trousers that were bowed, but when he tried to walk the following day he discovered his legs also had attained an almost permanent setting. C. L. R. S.

Everyone in Tool Design is wondering if that 500-lb. Sword Fish has been caught on the 29-lb. line yet. Has it George?

J. JESSOP AND SONS

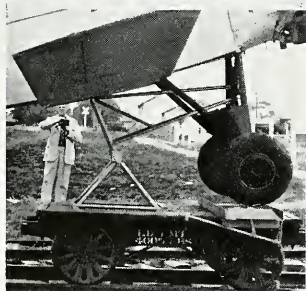
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2.



Top: Real action on the first actual test! Note handcar leaving track. Top Left: The simple test rig. Accelerated position. Wings at "no lift" angle. Note brakes are held open by weight of airplane wheel. Center: The lift-off position. Note angle, brake shoe stopping car. Bottom: Three-quarter rear view giving a clear picture of the whole rig.

OUR INVENTORS

Sharp, crisp news broke for the nation's press, the newsreels and particularly for the aviation world when, on September 25th, Bill Wheatley successfully demonstrated through practical tests a surprisingly simple launching device which portends for flying boats a calculated 38% increase in payload (or a virtual doubling of the cruising range) with marked advantages for use in land plane operation as well. A positive solution for the problem of "unsticking" heavily laden seaplanes, one of the major obstacles in the path of long distance trans-oceanic operation appears to have arrived, and mathematical investigations subsequent to the testing indicate a major forward contribution has been made in thus providing a means for getting these large flying boats successfully into the air with much heavier loads than have heretofore been practical.

The surprisingly simple apparatus used in the tests to prove the feasibility of the idea, which is the joint invention of Major R. H. Fleet, I. M. Laddon and W. B. Wheatley, was a small railroad handcar, a specially rigged under support and the trusty FLEET Trainer so familiar to all of us. The apparatus is illustrated in the photographs and consists essentially of a cradle upon which the plane rests, mounted on the handcar. This cradle holds the plane in a line with the travel of the carriage and in a position of zero lift. When sufficient for-

ward speed has been gained the pilot noses the plane up with the stick so that it literally jumps from its carriage in full flight. Brakes are automatically applied to the carriage as the weight is relieved from the car and it comes to a stop of its own accord.

By no means is the device to be regarded as a catapult since no source of power other than that of the plane's motor is used. In fact this is one of the distinct advantages of the system since it allows the launching carriage to be made extremely light with a gain in favor of quick acceleration and ease of stopping the carriage once the plane is launched. Certain improvements were suggested by the first crude testing means, such as the desirability of a longer wheelbase so that the side-way could be reduced. Also, to facilitate elimination of sideways and help keep the car on the track (the quick action of the brakes plus a small depression in the track derailed the car in the first test) wheels with a larger flange than those provided on handcars are deemed desirable, and the addition of a delayed braking mechanism (such as a door check) to provide a smoother stop of the carriage.

In operation the plane simply rests by its own weight upon the launching carriage with the blast from the plane's prop, giving necessary acceleration. The plane cannot leave the carriage unless it is lifted off by the pilot through actual operation of the flight

controls. It is prevented from nosing over by a stop forward. There is no need for the pilot to worry about rudder control as the cradle fixes the direction in line with the direction of travel of the carriage. Too, the pilot is not particularly concerned if his direction of take-off via the tracks is not directly into the wind, since the plane is held at zero lift while getting up speed. When ample forward speed for full flight is attained, the elevators are pulled back under full dynamic control, and the plane takes off into the air, taking with it, in the case of seaplanes, an estimated 38% greater load than it is possible to "unstuck" from the surface of water under no wind conditions.

Simple in both conception and practical application, the device has many advantages: It allows take-offs with loads higher than can be handled with conventional means. In the case of landplanes the rolling friction of soft tires and rough or soft airport surfaces is materially reduced lending greater efficiency. Landing gear, if desired, could be fully retracted, or in an extreme case, eliminated entirely. Take-offs could be accomplished in winter while the water was obstructed with ice or from snow-covered fields. The latter would reduce itself merely to the clearing of a track as against removing the snow from a wide runway. The size of seaplane floats could be decreased with obvious advantages since larger floats are required than for landing with light loads.

The elimination of ice formation on seaplanes due to spray during taxiing and the elimination of the danger of water striking propellers or tail surfaces are further advantages for the simple device as is the complete elimination of the terrific pounding on the hull structure by the water. Safer take-off at night, in fog or heavy snowstorms, safer blind take-offs (since attention to the runway is unnecessary) and the elimination of the necessity for high illumination of the runway which leaves the pilot blinded immediately after the take-off, are still further potentialities.

Preliminary calculations indicate specific advantages in the case of an existing flying boat, to be an acceleration of from zero to over one hundred miles per hour in a run of less than one mile, an added approximate 38 per cent to the gross load which might be used to augment either payload or cruising range, while the plane could still climb safely with full throttle and maintain level flight with less than three-fourths power output.

Aircraft performance continues to increase with increased wing loadings

(which means smoother riding comfort for passengers) and of necessity, longer fields and runways. Present day aircraft incorporating adequate instruments for flight in all kinds of weather, radio for navigation and blind landings, speed and load carrying capacity permitting longer flights before refueling, ability to continue to operate after the failure of one of the engines (which are more dependable now than ever before)—can no longer be landed in any cow pasture, but must succeed in reaching a suitable airport upon which to terminate the flight without mishap. A number of fields which formerly had only 4,000 foot runways are having these extended to 6,000 or over, so that in general the improvements in airports are keeping abreast of the requirements of modern aircraft. Modern aircraft have already made rather "tight" many a field that was previously considered to be ample for the anticipated progress needs of a short time back, and it takes all of a pilot's skill plus virtually all factors of control in his favor to make a suitable landing or take-off at even some of the highest rated airports. While this situation is growing by leaps and bounds as aircraft development advances, and can be met or anticipated in many instances by enlarging airports: the seaplane on the other hand presents a different story since it is by no means as easy to increase suitable protected water areas for seaplane use.

Thus the sharp, crisp news made by Wheatley on September 25th, 1936, bids fair to mark a milestone in aviation history and this development will go down as an outstanding contribution. The advantages of this method of take-off are so promising

that development work is being continued.

N. V. D., No. 532.

WHO'S CRAZY?

McGuiness, tool room inspector took a quiet trip thru an insane asylum one Sunday. On his way through he noticed one of the inmates busy fishing in a flower pot. This struck Mac as rather pitiful, so in a kindly mood he asked the less fortunate one, "How many fish have you caught today?" "Counting you," the inmate replied, "that makes nine."—B. Young.

Cliff "Mountain Goat" Halden, failed to show up one Saturday. He came in Monday puffed up like a toy balloon. He was visited by a blessed event over the week-end. His pet goat had twins!

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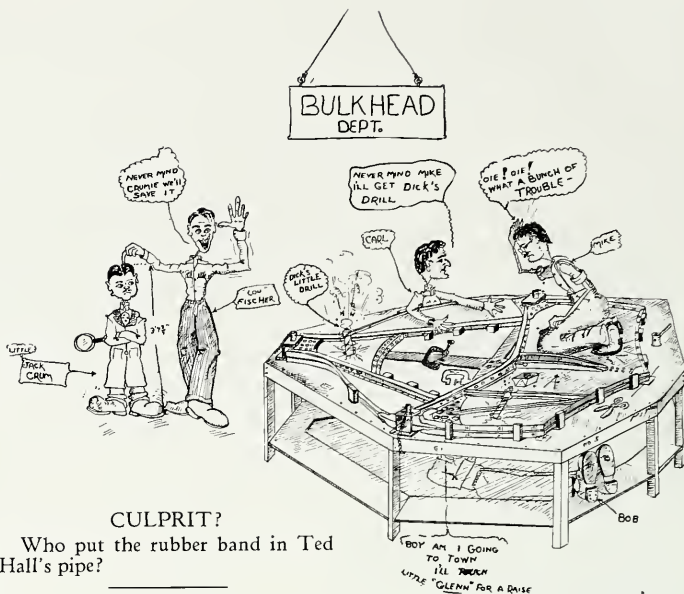
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CULPRIT?

Who put the rubber band in Ted Hall's pipe?

AH, HA!

Walter Stoy, tool designer, has bought a home. Spends his week ends painting the porch, installing water heaters and generally fixing it up in tip top shape. The reason? Elise Vahlkamp who resides at present in Germany. Elise will leave from Hamburg Germany about Nov. 15th, according to word received. Walter was originally a native of Germany. Spent four years there not so long ago, but prefers it here. Walter handles four languages nicely, and to aid the future Mrs. Stoy with her English (or should it be said, American?) he sent her a Sears Roebuck Catalogue. Not a bad idea!

Almost any Sunday at 6:30 a. m. you can see Jim Steves, Lloyd Bender and Les Matusek, all of planning, Jim Wilkenson and Walter Koch of bench. J. Wilber and E. L. Minch of tool, riding horses in the vicinity of Murray Dam. Sunday, Sept. 27th, the boys had two new recruits for their Sunday morning eye-opener in the persons of Miss Gerwig of the employment office and Ed Drews of Mr. Kelly's office.

Love Marches On! Al. Ballard, Dispatcher, barber, baker or whatever the classy coat means, decided to get married, Saturday, Sept. 19th. But why wait three days for a license. Yuma, Ariz., late at night, Al said, "I do." Did you promise to obey, Al?

Wedding bells rang on October 4 for Miss Selma Salisbury of Anaheim, California, and Kenny Darrow of the hulls.

"Chuck" Leigh is looking tops after his recent vacation.

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"G" MEN

The CONSOLIDATOR staff boasts a group of "G" men who work under cover and whose efforts are not sufficiently lauded in proportion to the expenditure of real up and getting effort they expend for the magazine. Those "G" men are none other than the "Getters" of advertising. . . . Few readers realize fully that in order to produce a magazine of this size and mechanical quality a considerable expenditure must be made for first quality paper, reproduction process, typography and a myriad of other miscellaneous costs. This expenditure must be met and covered by paid advertising space. Someone has to sell this space, and the "G" men are the ones who, contacting hundreds of local business houses, do it. No little credit is due to their efforts. The "Editing" is a lead-pipe snap, compared to the work these "G" men handle! Hats off to them!

ATTENTION SOCCER PLAYERS

All soccer players already members of the soccer team, and new comers wishing to try out for the team will meet for a work out and a brief meeting Sunday, October 18th, at 10 a. m., at the new Navy Field, foot of Fifth Ave.

Outstanding uniforms must be returned at this date.

Signed,

Scotty Doig, 5038.
Rudy Faltus, 2956.

Bobby Lamont wishes company would allow smoking of cigars. Claims he doesn't look important enough without a stogie!

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MACHINE SHOP DRIPPIN'

By Dave Johnson, Clerk.

The Machine Shop Bowling team captained by "Brute" Miller moved into its preliminary practice September 18th at the Sunshine Alleys. The team is comprised of "Big Louie" Peter, Dan Miller, "Pudge" Poreske, Ed Cowie, "Red" Miller, "Poker-Face" Onda and "Axel" Johnson. Some of the boys hadn't rolled for some time so the alibis flew thick and fast.

When asked if he had plenty of beer to drink at the picnic "Oscar" Hofmeister claimed he didn't drink, he used a funnel.

"Willie" Liddle bet "Casey" Jones a beer he could whup him in a peanut race at the Picnic. "Casey" said he didn't think he could spare the beer.

"Dan" Miller, the latest addition to the clerical section of the department, has started a one-man Political Organization of his own with his red shirt. We are waiting developments between "Dan Red Shirt" and "Black Shirt" Frederick Von Otto, clerk on the night turn.

JINGLE BELLS?

Mineah, Chief grappler of the Tail Surface Dept., sent a request to the tool design department for a 'Jiggle block to make a 5/64 joggle'. Joggle weary designers forwarded the request to the same department handling the quart bottles of dihedra.

Bob Sedlock is probably the luckiest man around here. Bob is the proud papa of a bouncing tow-headed boy that would hold his own in any baby contest. Bob thinks he may grow up to be a fighter the way he works out on his nose before he goes to sleep every night.

It has come to the attention of the angle benders that Frank Lesslie is very fond of turnips. It seems that during the war Frank's regiment for many, many days were out of grub—that is, all but turnips!

INSTRUCTION

Consolidated Employees wishing to study Aircraft Meteorology, Instruments, Radio, Electricity, Ignition, will be given special consideration. Instruction in General Aircraft Mechanics and Blueprint Reading also may be arranged for.

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FLIGHT CONDITIONS IN ARGENTINA

By Lt. Comdr. Ernesto Massa
Argentine Navy

Consenting to a kind request from the editors of "CONSOLIDATOR" magazine published by and for the employees of CONSOLIDATED AIRCRAFT CORPORATION, and appreciating the honor which is bestowed upon me, I am writing this for its next edition.

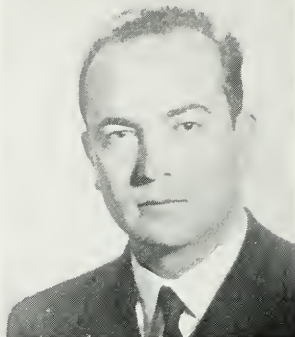
Before proceeding, my thanks to Mr. Lockwood for his cooperation in its translation.

There are many interesting subjects to deal with and between them I choose to write on the conditions of my country, thinking perhaps I could interest the readers and at the same time acquaint them with some facts about Argentine, a country which, being geographically so distant and yet spiritually linked with the United States, is practically unknown in this wonderful corner of California.

It is a broad subject and I will cover it in a general form, subdividing the flight conditions only under headings of contour of the earth, climate and facilities for aerial navigation. As to the contour of the earth, Argentine is an ideal country for flying, almost like the paradise of aviators. Without fear of exaggerating, it can be said that our land is an immense natural landing field, since a great percentage of its surface is made up of level ground, firm, and covered with natural pastures or cultivated fields which permit the landing of any type of plane.

On looking at the map, you can see that, excepting the Andes, wide band of high mountains which form our western border and its chains in the northwest, mountainous zones exist only in the center, north of San Luis and northwest of Cordoba; in the east in the vicinity of Tandil, Buenos Aires, and in the northeast, Misiones. All those are mountains of little elevation and have valleys and plateaus permitting an emergency landing. The rest of the country is level and, excepting some rugged parts in the south, forests in La Rioja and Corrientes, the remainder is suitable for landing.

With regard to water flying, the coasts of Rio de Plata and of the Atlantic are openly unsheltered and lack protected bays like those of San Diego, San Francisco, etc. Outside of the mouths of the rivers Desado, Santa Cruz and of the Bays of San Jose, San Antonio, and Ushuaia, the sea-coast does not afford other protected places, other than those constructed artificially. The rivers Parana, Uru-



guay, and Paraguay, offer magnificent fields for operation of seaplanes over their entire course in the country. The Colorado, Negro, and Desado rivers only to a short distance from their mouth. Furthermore, there exist various lakes suitable for operation of seaplanes, Nahuel Huapi, Argentino, Buenos Aires, etc., in the southern part of the Andes chain; Mar Chiquita, Las Saladas, Chascomus, Epecuen, etc., in Buenos Aires, and Mar Chiquita in Cordoba.

I have flown in the United States a few hours and can say that I know the routes between San Diego, San Francisco, Reno, Salt Lake and El Paso, and I have also had the opportunity of making a transcontinental flight from San Diego to Washington, going by way of El Paso and Montgomery and returning through New Orleans and San Antonio, and I have noticed that in almost all the zones flown it is very difficult to find, outside of the airports, a place to set down the wheels in an emergency. In my country, especially in the districts of the thickest population, flying at 2000 or 3000 feet there is almost always a pasture sufficiently broad to land any airplane with safety . . . if it is not done on an innocent cow or against a none less innocent wire fence.

Generally speaking the climate is favorable for flying. The country, assuming that it is situated between latitudes 22° and 55° south, covers in its scope climatic conditions ranging from subtropical in the north to frigid in the south, the district with the densest population, and therefore with most air traffic, being in the temperate zone.

All of the country north of Chubut is of climate favorable for flying in winter and summer, and excepting for difficulties caused by rain and wind storms and fogs, especially in the winter on the coast of Buenos Aires, it

can be said that flying is always possible. Snows never occur in this zone.

South of Chubut, flying conditions are more difficult since it is a zone swept by strong winds, which reach a velocity of 80 to 90 miles around midday. These winds which generally start in the morning, increase their velocity until 2 p. m. and slowly abate later; they appear almost daily and only a few days in the year is the air calm. Other factors which make flying difficult are the fierce snow storms, against which it is impossible to fight.

Finally the Andes zone, which constitutes a temptation to aviators because of its beauty, and which offers the danger of unexpected storms which descend on fair days and which unwillingly let their prey escape.

Pan-American Airways crosses this chain on its line from Santiago de



Chile to Buenos Aires, in the zone with the highest peaks. The airplanes make the trip across at speeds which allow a height of 16,000 feet, but yet passing very close to peaks like the Aconcagua which is more than 23,000 feet high and is the highest in all the Americas. You can imagine the difficulty in crossing at a time when visibility is almost nil.

As to the aerial navigation facilities, which are offered it is painful to say

that we are far from approaching those of the U. S. There do not exist, as here, any lighting or radio beacons, which signal the air routes; we do not have special air navigation maps; we use common maps and charts; our aerological service is not of the standard of yours and practically is not used for flying; the number of our airports in the interior of the country is very small and there are only a few emergency fields.

But all this is being remedied, and the Directions of Military, Naval and Civil Aviation are working actively so that soon the country may offer to aviators all the facilities for navigation which they have in the U. S., the country which marches at the head of the nations of the world in its efforts made to attain our mutual great ideal; which is the ideal of the century: "The conquest of the air."

POLISH EMPLOYEES CELEBRATE

Sunday, September 27th, at Felicitas State Park, San Diego County, CONSOLIDATED Polish employees staged an outing and picnic. Otto Bendt was master of ceremonies assisted by Bill Kugel. The program opened with a basket lunch enjoyed by everyone. Then followed games. The needle and thread contest was won by Mrs. and Mr. Frank Morse. The egg race by Mrs. Steve Powell. Young ladies race by Mrs. Wantuch, balloon race by Miss Napier, 100-yard dash by Mr. Wantuch, men's race by Mr. Panfil, beer nipple contest by Brownie Napier, Pie-eating contest by Leo Denner, sack race by Johnnie Panfields. Chester Bendt, it was reported, was at ease for half an hour . . . he rented a pony for his son Chester.

Father Carl Breighkopf, 82, and "just as spry as a cricket" was introduced to the assembly. He opened his speech with a welcoming and illustrated the talk with highlights from his long career as a Catholic Priest. Dr. C. J. Wittkowski of San Diego also was introduced and gave a very fine talk. Cass Gurney conveyed Major Fleet's greetings. Everyone missed the Major's smile and engaging personality. The party broke up as night fell.

The recently-established employees' club, The Society for the Stimulation of Hair on the Upper Lip, with Whitey Dake as Big Mug, is brushing and lathering for new members.

At a recent public gathering, B. Ruby, Metal Bench, had a box seat. We couldn't read the name of the soap.

VISITORS' COLUMN

The advent of the National Air Races in Los Angeles brought many visitors down to make friendly calls. In fact there were so many that we can only mention a few of them whose names come to our mind as we go to press.

Vincent Bendix, tycoon of aircraft and automobile accessories, with a staff of his business associates, spent a few days here. Rumor has it that he is interested in the establishment of a branch plant in this vicinity. Let us hope that San Diego will be chosen as the site.

Attractive and dynamic Amelia Earhart, fair-haired, curly-locked exponent of flight for the fair sex, created a mild furore by her visit and trip through the plant.

The debonair Major Alexander P. DeSeversky came also, delighted that the Army Air Corps had decided in favor of his pursuit airplane in the recent competition.

Major General Paul Malone, U. S. A., Commanding, 9th Corps Area, on flying visit from his headquarters at the Presidio, San Francisco, honored us with a short visit, as did Captain Stanford E. Moses, U. S. N. (Ret.) from the same city.

Mr. E. K. Bishop, Major Fleet's brother-in-law, motoring down from his home at Aberdeen, in the State of Washington, spent some days at the Major's home, and commented most favorably on the growth of CONSOLIDATED facilities since his last visit.

Mr. C. R. Smith, President, American Airlines, brought with him the first Douglas Sleeper purchased by his up-and-coming air transportation organization, favored many of us with sightseeing hops over our fair city, and so sold us on his line that before leaving he had booked two of our prominent executives for a transcontinental round trip passage.

Mr. Theodore K. Ching, engineer of Pan American Airways, here for a short stay, and technical conference with CONSOLIDATED personnel.

AH, AH, A MAGICIAN!

It is reported that Eddy Jaxon (4168) is a practicing magician and a brief note from him proves the point. Displayed his art at the Oriental Village, World's fair for a year, operated a two-hour show for 13 months and worked the vaudeville circuit in New York, as well as making innumerable other appearances. Watch those rivets, boys!

FIRST ANNIVERSARY

This issue marks the first anniversary of the advent of CONSOLIDATED in San Diego, for just one year ago on the 20th of this month, the dedication ceremonies took place. On this occasion in the principal speech of the day, Major Fleet stated in part, "For twelve and one-half years we have striven for this day . . . We trust that your cooperation (San Diego's) will benefit you all and we hope to do our bit in the upbuilding of your beautiful city, county, and your great state of California. . . . More than 300 selected employees came with us from the east, and form the nucleus of our trained organization. We have 874 employees now . . . (The total is 2950 persons today) . . . Business conditions (at the time the decision to move to San Diego was made) throughout the country were uncertain. We were in the valley of the world's worst depression. Our directors seriously questioned the advisability of going ahead. . . . Our new factory here is as fine as our judgment dictates it should be with no unnecessary frills. . . . (How that factory has grown in a year's time!) . . . We are proud that under the direction of the Navy and with its constant cooperation, we were able to design and construct for it the XP3Y-1 . . . and we are also proud that we have been entrusted with the task of building 60 more of these flying boats for our Navy. (The number has since grown to 110). . . . Likewise we are proud that under the direction of the Army and with its constant cooperation, we are now building for it 50 two-seater pursuit airplanes that represent the highest performing aircraft of this type in the world. (The order was soon completed). . . . The future of American business on the Pacific depends upon our development of fast air transport and mail to markets of the Far East." (See article, "CONSOLIDATED Inventors" for latest CONSOLIDATED contribution along this line!) Foretelling many events, the Major's speech viewed in retrospect, gives undeniable proof that CONSOLIDATED pulling together can accomplish still greater things for itself, for aviation and for San Diego! Let's go!

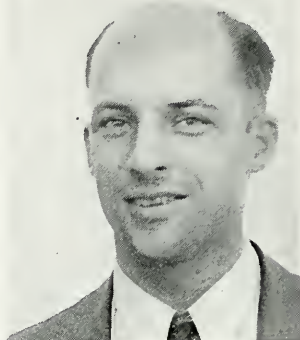
WITH THE NIGHT HAWKS

By B. W. Simmons

A certain young Romeo from the wing department did a curb-sitting act until four a. m. one foggy morning waiting for a certain young lady to return with his car. How's your cold coming along, Jensen?

TESTING OUR AIRBOATS

By William B. Wheatley



Testing airboats in flight involves performance determination, stability tests with different loads and balance, engine and propeller tests, fuel consumption measurements, single engine operation, and other routine flying. Spins are not made, and until recently, dives and pull outs were not required. Water handling, involving launching, taxiing, take-offs, landings, and bringing the plane out of the water without adequate facilities, is more of a problem than the actual flying. There are only three or four days a year when flights could not be made in Buffalo, but several months of the year water operation is impossible due to ice. This article therefore goes into greater detail in covering the launching of CONSOLIDATED airboats, outlining the difficulties encountered, than in describing actual flight testing. In 1931 the Buffalo Marine Airport was completed. This seaplane base is designated an *Airport of Entry* for customs and immigration purposes, and is one of the finest in the world, but is only used about eight months of the year. San Diego was selected for our new home largely because airboats could be operated on the water and deliveries could be made at any time of the year.

The first flying boat built by CONSOLIDATED was the XPY-1. This plane with a wing spread of 100 feet was designed so that either two or three Pratt & Whitney geared Wasp engines could be used. The third engine, when used, was located on top of the wing. This plane was shipped from the Buffalo factory on Christmas, 1928, by railroad to Washington, because Lake Erie and the Niagara River were frozen, preventing launching at this time of the year. The plane was erected in the U. S. Navy hangar at Anacostia, D. C., and demonstration flights were made from the Anacostia and Potomac Rivers by Leigh Wade, Mr. I. M. Laddon, designer, was a passenger on the initial flight. Mr. Laddon has flown on the initial flight of every plane he has designed, with the exception of a single seat pursuit, in which no passengers could be carried.

In the early Fall of 1929, the first *Commodore* flying boat was tested at Buffalo. This plane was similar to the XPY-1, sometimes called the *Ad-*

miral, except that the hull was modified to accommodate passengers, and two direct drive Pratt & Whitney Hornet engines were used. Fourteen *Commodores* were ordered by the N. Y. R. B. A. Airlines, which was later taken over by Pan American Airways, who continued to use these planes for passengers, mail and express on their various routes. All of these planes are still in use. A crane mounted on a power barge was used to lift the *Commodore* from the shore into the water, as at this time the Buffalo Marine Airport had not been completed. The third *Commodore* was flown from the Niagara River to Port Washington, Long Island on December 4, 1929. The temperature at Buffalo was below freezing, and I remember that the spray, incident to the take-off, froze on the windshield. I considered using the hand fire extinguisher to break the glass to see out, however, I was able to see through a small corner of the glass, and finally melted the ice off part of the windshield immediately ahead of me by holding my bare hand against the inside of the glass.

The next nine *Commodores* were shipped by rail to Langley Field, Virginia, where they were erected in the Army's seaplane hangar. I made nine round trips from Buffalo to fly these planes as they were ready for test. The last two *Commodores* were flown at Buffalo, as the winter was over and the ice had disappeared from the lake and river.

The XP2Y-1 patrol plane for the U. S. Navy was originally flown with three Wright geared Cyclone engines at Buffalo, on March 26, 1932. The Buffalo Marine Airport had been completed and the plane was erected outdoors on the 200'x 343' concrete apron adjacent to the ramp which extended to a depth of eleven feet into the water of Buffalo Harbor. The city had supplied two small buildings which were used to store tools and where the men could do bench work and get warm.

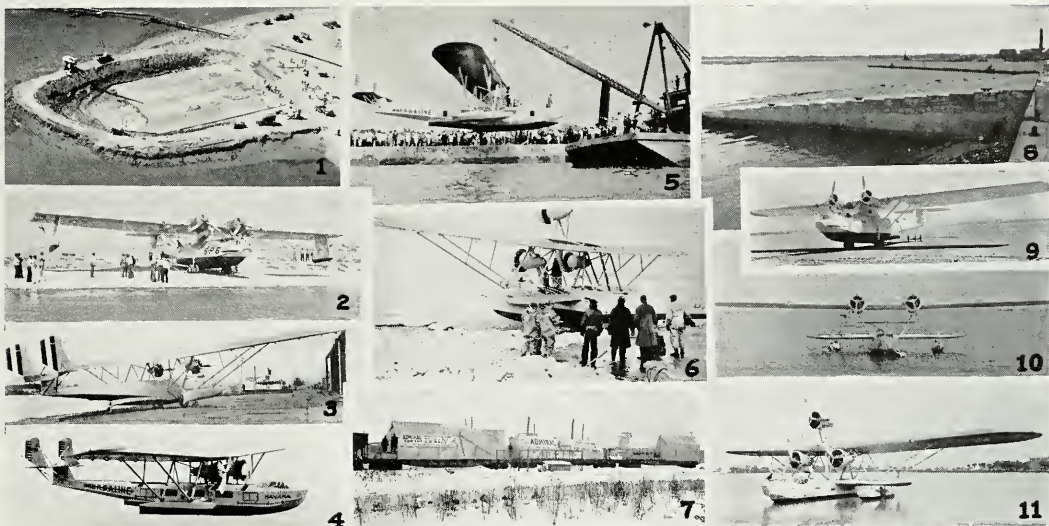
The ice had broken up but was still floating on the surface of the water. The ground was covered with snow. The take-off was decided upon after a favorable wind had blown the ice to the far side of the harbor and left what was considered ample space for take-off free from ice. After flying about half an hour, Mr. Laddon noticed that the floating ice was moving back into the area which was needed for landing if I were to get the plane back to the ramp. I landed at once, having been up only 32 minutes, and had no room to spare in getting down. A short time after landing, the water adjacent to the ramp was completely covered with floating ice. On April 14, 1932, an attempt was made to get through to Washington. Due to snowstorms and icing cloud conditions it was necessary to change the course several times, and finally, after flying six hours, we landed back at Buffalo, unable to get through. Three days later, however, the flight was successfully made in three hours over the mountains to Washington in perfect weather. At Washington the plane was demonstrated to the U. S. Navy with three engines, then with two engines. A production order for twenty-three planes of this type with two engines was awarded us. These planes also were shipped out by rail from our Buffalo factory.

The last P2Y-1 airplane was modified by raising the engines from below the wing to a position approximately level with the wing. This plane, then known as the XP2Y-2, was tested at Hampton Roads, Virginia. Because of the improved performance resulting from this change, we were awarded a contract for conversion parts with which all P2Y-1's would have their

No wonder so many pilots are going to h—! It was recently established that the landing field in heaven is very small, that there is lots of fog, rough terrain, and congested air traffic there.

No. 4120 suggests numbers on the drop lights to prevent the extensive "borrowing" campaign in which any convenient light is turned in, leaving someone wondering where his went.

The employee who suggested a club for trap shooting fans, failed to sign his name or clock number. Please sign all news items or suggestions so that you may be reached if necessary.



1. San Diego's Municipal Ramp under construction at Lindbergh Field Sept. 25th, 1936. 2. PBY-1. Launching the first San Diego-built airboat from the beach at Lindbergh Field. 3. XPY-1 (The Admiral) First CONSOLIDATED-built Seaplane. 4. A CONSOLIDATED Commodore in flight. 5. First "Commodore" being lifted into Niagara River by crane on barge. 6. XP2Y-1 at Buffalo Marine Airport. 7. XPY-1 (The Admiral) at Buffalo, Christmas, 1928, starting its rail trip to Washington, D. C. 8. Ramp at Buffalo Marine Airport. 9. XP3Y-1. 10. P2Y-3. 11. XP2Y-1.

engines raised, making them into P2Y-2s. These parts were built in Buffalo and shipped to the Navy by rail. A production order for twenty-three P2Y-3's was awarded us. The P2Y-3 was identical with the P2Y-2 except for a few minor improvements. These planes, built at Buffalo, were shipped out by rail.

The XP3Y-1 is a larger, roomier, faster airboat, and carries a heavier load for a greater distance than the P2Y-3's. It is powered by two Pratt & Whitney twin Wasp engines. Outstanding features of this plane are its clean lines, integral gasoline tanks, and retractable wing tip floats. The XP3Y-1 was shipped from our Buffalo factory on four special freight

cars, which traveled to Hampton Roads, Virginia, over a route carefully laid out to avoid tunnels and bridges through which the size of this plane prevented passage. The airboat was erected in a Navy hangar. Accompanied by Mr. Laddon, I made the initial flight in this plane on March 21, 1935. A long series of tests, demonstrations and trials followed. A Navy crew commanded by Commander Knefer McGinnis, U. S. Navy, flew this plane from Norfolk, Virginia, to Coco Solo, C. Z., to Alameda, Calif., and back to San Diego, California., breaking several international distance records for this type of plane. Tests, modifications, and more tests have continued on this

plane; the improvements resulting from these changes and trials have been incorporated in the design of the PBY type; the first of 110 of these airboats being built on a production order was successfully launched from the beach at Lindbergh Field on October 5, 1936. Through the foresight of the Harbor Commission of San Diego permanent facilities for handling and launching airboats from Lindbergh Field are being constructed at the present time and when completed will be suitable for planes of much greater size and weight than the PBY-1's, which we contemplate building. These airboat facilities will be available not only for CONSOLIDATED'S use but for other operations as well.

Of all the various items with which the pilot of a modern aircraft is equipped none is more useful than the shoe-horn which is carried so that he may fit his airplane into the small landing fields on his route.

Charlie Pettit of the Weld Department has a new invention to startle the world with. This is welding rod with wrinkles in it for welding corrugated metal. Leo Bourdon is reported much interested in this.

No. 3455.

Miss Anna Huetter, of Cleveland, became the bride of Martin Stuhler of the bulls Saturday, September 19.

Kenneth Randall, hustler of the tool crib, turned in some nifty cover designs in black and white. The cover had, unfortunately, already been chosen, but stick to it, Kenny! Nice work!

A BOY AND CIGARS

Mr. and Mrs. John Alls announced the arrival of a baby boy Sunday P. M., Sept. 20th. Delivered at Mercy Hospital and all doing nicely, thank you, including Mr. Alls. "Johnnie" Alls, who is an inspector in the tool department, let the cigars flow freely. We wonder what he would have passed out if it had been a girl?

C. L. R. Smeltzer.

September 19th, a beach party, wiener and steak roast, was enjoyed at Pacific Beach by Mr. and Mrs. Frank J. Learman, Mr. and Mrs. Joe Maloney, Mr. and Mrs. Jerry Powell and family, Mr. and Mrs. Al Davies, Mr. and Mrs. Bob Redfield and family, Mr. and Mrs. Art Sugg, Mr. and Mrs. Ernest Johnson and family. A royal time on the beach and then to the Sugg home for an evening of cards.

Mrs. E. F. Johnson.

FOOT NOTE

Art Petzon (in his off moments) confesses he is a real musician. In fact Art is the fellow who said, "Give me the key and I can play in any flat."

THE DANCE

Major Fleet meeting many old friends and introducing thousands to Mrs. Fleet—Geo. Newman, the Kelleys, Maloneys, O'Toulls and other Germans all milling around—C. A. Van Dusen, Bill Hlobil and a lot of Scotchmen too—Irna Somers dancing with some handsome bloke—Eva Wiseman with Herman (these husbands always show up)—Fay Garnett with a bunch of friends putting a phonograph on the Fritz—Agnes Howard just tasting a bit of beer—someone picking pockets and getting six months next morning for their trouble—others picking pockets and getting nothing—popcorn and peanuts floating around—Jack Thompson leaving early—"toddling" making me dizzy—maybe I'm old fashioned—balloons blowing up—Bill Renison quite jolly—one boy asleep in the end patio with a lily in his hand—a cute looking brunette in the orchestra; who is she, I couldn't find out?—

THEY GET THEIR MAN

People gathered at Mission Beach, Sept. 12th, for the second annual outing of CONSOLIDATED, unaware that a pickpocket was in their midst, a snatcher of pocket books! But whom do we have in our midst, but the great crime investigator, George Neuman, Jr. "What have you got there?" demanded George of a gentleman who was trying to hide a purse in the front of his shirt. "You're under arrest," he continued as he pushed the suspect toward a bench.

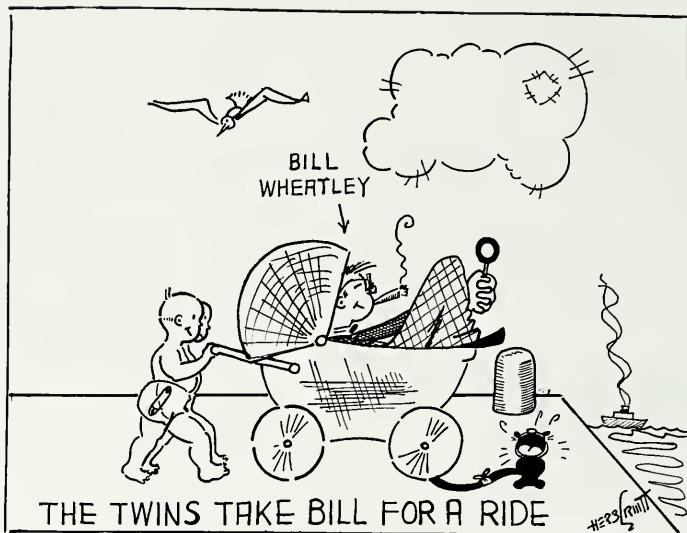
A call for reserves was answered by Jim Morris, Chief of Special Police and one of his aides, who took the prisoner into safe keeping until the arrival of the San Diego police.

A short distance away Howard Golem, and Henry (Jim) Meyers, tool room, discussed the chances of the prisoner getting away. Jim figured the man didn't have a chance to make a break and slip into the enlarging crowd for safety, Howard believed he could although he made no bets.

"Catch him," the cry echoed as the prisoner made a break for safety, but behold the prisoner ran into the arms of Howard, who gripped him by the neck with a bulldog-like grip. Again the reserves clutched their prisoner, none too gently this time, and with a tight grip on his arms he was taken to the San Diego police.

Hats off to our brother employees and best wishes if they should join the "boys that always get their man."

Reported by "Melog."



'Tis reported that the Honorable Earl Wesp, enterprising leader of the Wood Shop, and his family spent an enjoyable vacation vacationing at Cuyamaca. We know this for Earl's signature now graces the ranger's guest book kept at the highest point in San Diego County!

THE DOPE ON A MULE!

A mule we find has two legs behind.
Two legs it has before.

We have to go behind before we find,
What the two legs behind be for!
W. A. S., Tool Design.

BRIDLE PATH WHEEZES

By The Rail Bird

Old Josh Wilbur has quit riding due to billious biceps. He is spending his spare time completing his new saddle built around a floating power motor mount and a set of snubbers. As soon as a shipment of shock cord arrives he will be ready for a test flight. Happy landings and don't forget to count 3 before you pull the ring.

While others are trying to learn how to pilot the local pintos, Tom Galvin continues to have them under perfect control. One afternoon he steered three horses across the line in three different stabs. He's ahead of last year's record at this date, having contributed only three boatloads of oats.

Bob Brabban is willing to try horseback riding again. The horse sure met him half-way.

THE "HULL" TRUTH

By C. S.

The stork recently paid a visit to the home of Cecile Noble, hull department, and left behind a seven and one-half pound baby girl.

Wise Mothers

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VITAMIN-D MILK

helps build sturdy bones and teeth.

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MORE SUNSHINE VITAMINS FOR YOUR FAMILY

This is the only milk in San Diego permitted to carry the Seal of Acceptance, American Medical Association, Committee on Foods, on the bottle cap. Ask for "Qualitee."

"OBSERVATIONS"

I anxiously watched a Buddy at work.
Who wasn't inclined to putter or shirk
But once in a while he would pause with a start,
And count with his lips and his hand near his heart.

One day when the count was nigh unto twenty
He broke into smiles with a feeling of plenty,
And I says to myself (curiosity mounting)
"What in the Heck is that fellow counting?"

More like a caress than feeling a hurt,
As he felt of that lump on the front of his shirt,
And likely as not as I recollect now,
That lump might have been in his pocket somehow.

On Saturday morn or the first of the week
Of how it stuck out I'm tempted to speak,
But by pay day at noon if it showed there at all
'Twas a crumpled up ridge and pitifully small.

I finally discovered whatever it was
When one day at noon, 'mid bustle and buzz,
He took a cigarette from that pocket and pack,
And on his thumb-nail he gave it a whack.

When sagging from mouth at a 45 dip,
He held it in place with a firm upper lip;
And the long dotted line from his eye to the door
Meant he'd get there at once, or maybe before.

He shouldn't "Run Out" a big poster said,
And he da' sent "Smoke In" another rule read;
But his urge was so great 'twas a question of which
Should have his O. K.—the other his ditch.

He spent little time in weighing the cause,
And fished for a match, with never a pause
As he trampled the one with its burdensome yoke,
And ran out the door to have him a smoke.

He sat on some girders, turned his face to the West
As a few rings of smoke restoring his zest
Slowly curled into vapor and floated to lee
He felt the embrace of a sweet reverie.

He squinted afar o'er the ocean so blue,
And thought of his ship that soon would be due,
His treasure-filled ship from over the strand
With all his life's wishes soon coming to land.

Plum pudding, and pie and toys all piled
Would bring him much joy, he thought when a child.
And the yearn for fine clothing and diamonds and gold
And treasures galore, would never grow old.

Things he'd longed for for years, so isn't it strange
In his ship's bill of lading he'd wireless a change?
"Add a billion cigarettes (stop) But before closing hatches
Heave all else in sea and fill up with matches!"

Fred W. Newcomb, No. 880.

Moonert, the whole staff got a boot out of the poem "They can't do that!" when the story behind it was related, but the story was a bit out so the poem had to be deleted. Boys, get the story and the poem from Moonert!

WANTED

One cow which will be as efficient when milked in the evening only, in place of the two regular milkings. Advise Perry V. Ogden, planning department. Who will help Perry? By G.



The more important of events this month in the mind of Karl Carson, the father, is the appearance of the initial tooth of Baby Leah Jo Anne, the daughter.

We are happy to welcome Joe Gallagher, of the Bench Department, back again. Joe has been in Buffalo for some time with his wife, who has been ill. We hope that his return means his wife has recovered. Happy days, Joe.

Jack (Dad) Castle,
Bench Dept. No. 2962.

The semi-monthly meeting of the Social Twelve Bridge Club met at the home of Mrs. A. Sugg, Pacific Beach on September 30th. Prizes were won by Mrs. William Maloney, Mrs. J. W. Van Doren, Mrs. Voigt and the Booby prize went to Mrs. Frank J. Learnman.

Mrs. E. F. Johnson.

(According to the grapevine telegraph this is one of the few times that Mrs. Petzon or Mrs. Johnson didn't win either a first or a second prize. Also it is rumored that J. W. Van Doren claims his instruction is what won the prize for Mrs. Van Doren.)

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Oxfords with Crepe Soles.
Black, Brown, Gray, Suede
and Black Calf.

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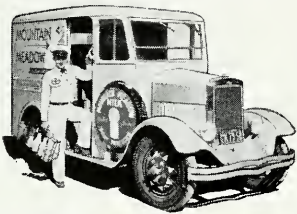
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Also General Repairing

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1146 Union St. Delivered, Without Charge

APPRECIATION

A woman's work and a photographer's job seem never to end! The whole plant is indebted to that demon staff photographer Otto Menge, who shoots many a wicked photo all in the day's work, and then devotes his picnic hours to recording the memories of fiesta! Credit, too, to R. H. Chamberlain of the Engineering Department for his contributions on the same page of picnic pictures. These splendid camera shots will serve long to hold the memories of that gala occasion. Thanks again, Menge and Chamberlain, from the whole plant.

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"Daytime Delivery" Truck



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Enjoy "ranch fresh" Milk and Cream from the largest Producer-Distributor in San Diego County. A complete line of high grade Dairy Products, Including

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Please mention Consolidated House Organ when ordering Mountain Meadow Dairy Products.

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It is seldom that a publication of the standing of the CONSOLIDATOR stoops to a correction or anything even verging on an apology, but in this instance we feel that the end justifies the means, so here goes!

Larry Bell's "By Gott" article in the last issue definitely conveys the impression that our doughty Treasurer Ray Madison, had suffered a fracture of the ulna (bone to you) of his right arm. This statement was made, we believe not with malicious intent on Larry's part to be misleading, but through his desire to expedite the Eastbound movement of mail, especially that mail containing checks, trade acceptances, and/or other negotiable documents. Since then Ray has been flooded with letters, telegrams, and telephone calls expressing condolence. And from real friends, too, not just creditors. The postoffice has had to put on several extra mailmen as a result. Facilities of local florists have been taxed to capacity. Hence we are constrained to announce, as did Mark Twain on the occasion of the first report of his death, that the facts have been grossly exaggerated.

We suggest that the least the perpetrator can do is to send Ray a case of Scotch prepaid (Vat 69 preferred) to alleviate his mental anguish.

ASSEMBLY PRAYER

Give us this day our daily parts,
 Forgive us our wants, as we forgive
 your shortages,
 Lead us not into tribulation,
 Deliver us from all rejections,
 For ours is the trouble, and the worry,
 and the pleasure, of making it fly,
 for ever and ever.

—The Boeing News.

NEW INSPECTOR

Rudolph Weidner recently transferred from head-man in the Welding Department to the Inspection Department is one of the company's old-timers. Rudy worked on the old PT3 under Leo Bourdon 'way back in 1926, and has been in the company's employ since that time.

Rudy who recently had charge of all motor mount work under Bourdon has several diplomas of technical schools as well as a thorough understanding of his work. Born in Berlin, Germany, in 1899, he graduated from Public and Technical schools in Germany and served his apprenticeship as a machinist. In 1923 Ruddy came to this country and, after starting in to work for this company, continued his education at Buffalo Evening Technical High School where he finished a 4-year course in Machine Design and Metallography, as well as a course in Industrial Chemistry.

Ruddy is well-liked by his former Shop-mates who wish him continued success in his new work.

Welding Department loses another bachelor, William Thomas, night herder on Motor Mounts has a new help-mate. "Bill" drove to Yuma in company with Miss Florence Dascomb and came back a married man. Congratulations, Bill.

Our sympathy to Richard Zerbe, engineer of the wing group, whose mother passed away suddenly in the east.

PURE PROSE

Everet "Brownie" Brown, punctual purveyor of pay parcels (Accounting Department) proceeded to precipitate pneumonia prior to picnic (Sept. 4th). Late reports indicate plump purveyor of pay parcels now on plus side of ledger.

From R. H. C.

F-6519



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MECHANICS appreciate**

No Moving Parts in

ELECTROLUX Gas Refrigerators

Permanently silent—no vibration

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941 SIXTH AVENUE, 50 steps south of Broadway

THE GROUND CREW

By Charley Jones



Gone is the day of the helmet and goggle pilot in commercial aviation. In his place is a uniformed officer of a ship—a scientifically professional navigator in the air. His is the last word in an emergency and upon his judgment depends the ever increasing success of air transportation.

The finest of our modern pilots, however, could not bring their ships loaded with passengers, mail and air express, safely to mother earth day after day on schedule without the magnificent development of the "Ground Crew." Incorporated in the "Ground Crew" is radio, improved motors, scientific ship design; even the network of beacons can rightfully be referred to as a part of the "Ground Crew." For every pilot flying the air lanes there are ten ground men who make these scheduled flights possible and let us confine our remarks on "Ground Crews" to this most essential group of the air

transportation systems of the United States.

Too long has the ground crew workman been allowed to remain just "The Forgotten Man" in the rapid advance of modern air conveyance. The confidence which a pilot places in the ship he flies is born of the faith in the ground crew workmen which never fails him. The splendid cooperation existing between pilots and ground personnel is one of the wonders of air traffic. A motor develops roughness or other ailment in flight, the pilot, with greater ease than you telephone your home, gets in contact by radio with the ground maintenance chief and converses with him regarding the particular symptoms of the ailing motor. Very often the pilot can adjust the difficulty on the competent advice received from his ground crew chief two hundred or more miles away. Via two-way radio communication, the ground crew is able to keep in constant touch with every ship in flight, asking questions as to the efficient operation of the various mechanical devices as indicated by the many instruments. As accurate logs are kept of such conversations, they become valuable data for research. It is easily possible to write a volume on the infinite details of the work of the ground crews which make for more efficient and safe flying. The judgment of the pilot is the important factor in an emergency but the ship he flies and its condition will bring him through on schedule.

When goggles, helmet and leather jacket identified the "air man" a few short years ago, instruments panels, adequate weather reports, radio beams and a skilled ground group were practically non-existent. As these improvements gradually began to take shape

and become an essential adjunct of air traffic, the older pilots were loath to give up their personally developed means of orientation (known as "the deep muscle sense") in flight for some of the newer tricks and methods of navigation. In the vernacular of the professional pilot, he was flying "by the seat of his pants." This expression grew out of the description of the "feel" the pilot developed as he sat at the controls. The veteran pilot experienced great difficulty in adjusting himself to the new and more accurate methods of flying by instruments. Today, however, all air line pilots and practically all transport pilots are competent instrument pilots. Each pilot has been schooled for hours by flying a ship under a hood, which cuts him off completely from visual reference to the ground and sky. Here a sort of new sense is developed which replaces the old "deep muscle sense." This newer "sixth sense," so to speak, has no definite physical location, and it is more than likely that the ability to act according to what his instruments tell him, disregarding his own reactions regarding feel and balance which has developed in the modern pilot a sort of "two sense robot."

Before finishing this modest effort, I should like to describe the modern pilot as to type of manhood as compared to the aviator of a few years back. The older pilots were, taken as a group, a swash-buckling, hard living (I could say, hard drinking) daredevilish and adventurous crowd. A finer and more lovable group of men would indeed be hard to find, but most of their outstanding characteristics have little place in modern aviation.

The commercial airline pilot of to-
(Continued on Page 32)

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FIRST SHIP—general characteristics: Speed—60 miles per hour. Altitude—1000 feet (maximum ceiling never determined). Wing Spread—27 feet. Chord—4 feet, 6 inches.

HARVY CRAWFORD—PIONEER AVIATOR

By Cash Stall

It may seem incredible but nevertheless it is true that Harvy Crawford ascended in an airplane of his own construction before he had actually seen one. The famous flight of the Wright Brothers had happened nearly five years before, but Crawford had never seen that airplane or any similar craft of the first years of heavier-than-air flying machines.

Harvy Crawford began his colorful aerial career before the turn of the century. Then as a young lad, he made parachute drops from his father's balloon. J. B. Crawford, Harvy's father, was a student of the famous aeronaut and navigating authority, Tom Baldwin of Quincy, Illinois; and thereafter, for more than twenty years, he made hot-air balloon ascensions and parachute drops regularly. Harvy found the knowledge gained from his father exceedingly valuable both as a means of a livelihood, and as a background for his later experiments in aviation.

The first of his flying creations was a cigar-shaped, motorcycle-engine-powered dirigible, constructed in 1904. Although he made several ascensions, Crawford discarded the craft as an impractical one.

In 1907, while residing near Tacoma, Washington, Crawford began to study the existing knowledge of heavier-than-air flying machines. From this study he evolved a design of an airplane and started construction on the ship in the latter part of 1907.

The ship was finally completed in June, 1908, and the next problem in order was that of flying the contriv-

ance. Thus began a course of self-instruction and continued almost steadily until November of that same year. On an eventful day after nearly six months of "instruction," Crawford took off and remained in the air for a distance of approximately five miles at altitudes of 10 to 50 feet.

Encouraged by his initial "hop", Crawford purchased from a Girard, Kansas, motor company, a two-cylinder, opposed, six-inch bore by six-inch stroke, Call Motor. The motor was lubricated entirely by a splash system; a steep bank with the plane would cause the combustion chamber of the lower cylinder to become flooded with lubricating oil from the crankcase. Consequently the cylinder would cut out and the vibration set up by the "one sided" motor was quite hazardous. In spite of this, many successful flights were made during 1909 and 1910.

By 1912 Crawford had constructed a second ship, equipped with a two cycle, six-cylinder, water-cooled Emerson motor, and had come to Los Angeles to compete in the Third International Air Meet at Dominguez Field. With a duration record of three hours and twenty minutes for the meet, he won the prize money in the amateur class. The program of the meet reveals such famous names among the professional fliers as Lincoln Beachy, Waldon B. Cooke, Blanche Stewart Scott, Glenn L. Martin, Parmelee and others.

On September 28, 1912, Crawford carried the first air mail of the Pacific Northwest between Puyallup and Ta-

coma, Washington. Later in the same year, he became the first aviator to fly across San Francisco Bay and return without landing.

During the five years following, Crawford divided his time between manufacturing motors and planes of his own design and conducting flying schools in California and Washington. Among those to whom he gave instruction were Tex LeGrone, Joe Manchester, Jack Kenny, George Colon, Fred Clevenger, Rod Kendrick, Phil Rader, and many others. During the many years of his flying career, Crawford has had the fine record of never causing injury to a student or passenger.

In 1917 Crawford came to San Diego and volunteered his services to the United States Army Air Corps, but strangely enough, he was not accepted because of insufficient chest expansion.

After a three year period of inactivity in the field of aviation, Crawford again turned his resourceful mind to the problems of airplane construction. A series of experiments convinced him that the airplane would never be practical until it could be constructed of metal. His efforts in this new field of construction led to the formation of the Crawford All-Metal Airplane Company in 1924. This company built the first all-metal airplane in Los Angeles. One of the ships developed by the concern is the Crawford 65 pictured here.

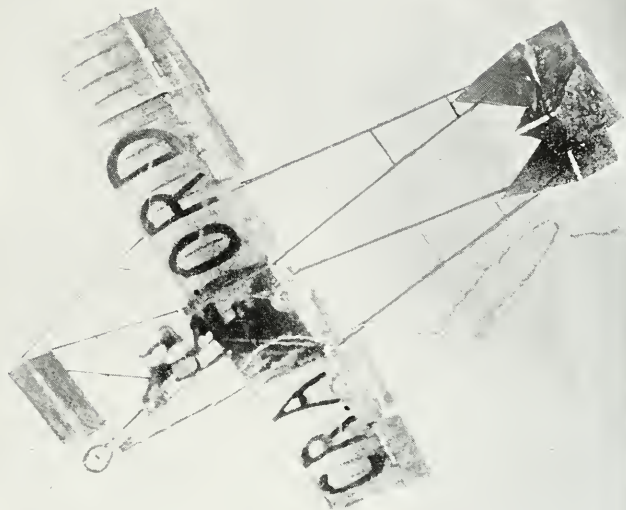
Crawford, at present, is employed in the hull department of the CONSOLIDATED AIRCRAFT CORPORATION. We are indeed happy to have as a fellow employee, Early Bird Harvey Crawford—truly one of aviation's pioneers.

ENTHUSIASTIC STUDENTS!

Inauguration of a night class in sheet metal work at the San Diego High School was made recently by the employment office restricted to CONSOLIDATED employees. It was expected that somewhere near one hundred persons would enroll and 329 jumped at the opportunity to learn metal forming, layout, wood form block work and the reading of blueprints. The class is to run five nights a week under the instruction of Harry Veeland of the sheet metal department. The classes will start shortly.

MORE CIGARS

Russ Stanberry announced the arrival of Richard Allison Stanberry, gross weight seven pound four ounces, on September nineteenth, by passing out the cigars. Mother and baby are both doing very nicely.



Copyright
P.G. Ralston

Fourteen wingmen mustered at the Y. M. C. A. gym for the Night Hawks' first basket ball practice. Managed by that able carrot-top Red Keesler and skippered by Milt Nesbit, the crew looks very good, promising a lively season. The team wishes to express gratitude to the night wingmen for donations received in response to their appeal for equipment. The players: M. Nesbit, Red Keesler, L. Shannon, D. Dardis, J. Jensen, J. Hamson, J. Ovillet, D. Moor, R. and H. Hague, G. Greenwood, G. Dewy, Beans Koermer and Cupid Meadors.

B. W. Simmons, 4213.

James Long of the Hulls and Allison Tangeman of Final Assembly flew a Great Lakes Trainer in the recent Ruth Chatterton Air Derby. A forced landing on one lap of the derby prevented them from finishing with the winners.

Roy Coykendall became very nervy. And entered the big Fishing Derby; Then the sea, he did joyfully sail Until he caught a big yellowtail. With a fish so monstrous in size Roy easily won the twenty-fifth prize. The look on his face was worth two nickels

When he saw his prize—A Jar of Pickles.

Ross Dilling of the Finish Department, also manager of the night softball champions, gave a banquet for his team, Saturday, September 19th. A toast was proposed by E. Banks and L. Airhart which took the boys like Grant took Richmond. Those present at the banquet were: Mgr. R. B. Dilling, Capt. E. J. Banks, L. P. Schaffer, C. F. Beyerle, W. J. Beach, L. F. Airhart, J. Finnigan, D. Pistole, R. G. Hall, R. R. Bell . . . Absentees: L. D. Lyte, G. N. Bovee and T. Lohman.



U. S. S. LANGLEY

All persons interested in flying boats will now be interested in the U.S.S. Langley, affectionately known throughout the Navy as the "Covered Wagon." Launched in 1912 as the U.S.S. Jupiter, she was the first electrically-driven large ship. Her sister ship, the U.S.S. Cyclops, was lost without trace in Caribbean waters during the World War and remains one of the unsolved mysteries of the sea. Both ships were colliers.

In 1922 the Jupiter was converted into an experimental aircraft carrier and renamed U.S.S. Langley in honor of Dr. Samuel Pierpont Langley. Since

then she has passed her experimental stages and has served as a battle line carrier of the U.S. Fleet. During September, 1936, the Langley was transferred to the Base Force and will again be converted, this time into a tender for flying boats.

Under Commander Aircraft Base Force the Langley will operate between San Diego, Seattle, Hawaii, Panama, Norfolk and wherever else flying boats are based.

The big shot bowler of the Hull Department with a score of 17. That's Bedlamp Charlie, otherwise known as Chuck Hanger.

H-ALT TARED
AL Ballard of sheet metal and Miss Ruth Newman, of a Sept. 19th. Apologies if the names are not correctly spelled. The old grapevine telegraph fails us sometimes in our hour of need!

STEP ON IT!

All would like to have been out the other morning on the way to work where could have been seen one of our editorial "staffers" choosing a '35 V-8 coupe with which to have a race, since he did not find out until he had driven through a couple of 15 mile zones at a lively clip, that he had the "law" in tow. Believe it or not he didn't get a ticket. Oh, my, some people have all the luck, or do they? The same afternoon leaving the factory this certain hull man and a brother huller got their right and left banks mixed and our speed demon came out with a fender looking like a pretzel. It seems as though he "done had a bad day." (As Dudley Oatman would put it.)

Your Stoooge,
V. O. Castle, No. 5058 Hull.

Not to be so bold as to mention any names . . . but aren't there certain dove hunters who are a bit cautious nowadays about securing more than the limit?

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PANTORIUM
3736 PARK BLVD

This one on "Benny" Leonard . . .
Knock, Knock, who's there?
Benny, Benny who?
Benny are called but few are
chosen!

Bert the dope, No. 6024.

On Ross Dilling, or Curtis Ross
of paint department . . .
Knock, knock who's there?
Ross! Ross who?
Ross you dere Charlie?

Joe Hyden.

CLERKS, TAKE NOTE!

Manager: "Why do you hold
your pen in the ink so long?"

Office Boy (who has applied for
an increase in wages): "To cool
the point sir!" No. 1871.

YES SIR!

Dave Johnson, author of 'Machine
Shop Driffin's', it was learned, crash-
ed the local paper with a write-up on
his success at selling 'Hum-a-tunes'
after work up at the Expo the last
few days of that event. Pouring out
real salesmanship, Johnson and his
wife now boast a new bed room set,
purchased with the profits! Nice
going Johnson! P. S. Ed Gott wants
to know why his Hum-a-tune went
haywire.

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"San Diego's Most Homelike Dining Room"

We have the best of home-
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Sandwiches and
Cold Drinks

MORNING AND NOON



Parking Lot at Employment Office

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These coins will increase in years to come as
have the following:

1915 Panama Pacific	\$20.00	1925-34 Kentucky D & S	
1922 Grant with Star	60.00	Mint Pairs	\$90.00
1935 Hudson	10.00	1925 Vancouver	8.50
1935 Old Spanish Trail	7.50	1936 Kentucky S Mint	4.00

AS A GIFT

Most welcome, attractive, valuable

AS A SOUVENIR

Beautiful, everlasting token of the world's most magnificent Exposition,
featuring THE GREAT SEAL OF CALIFORNIA

Not over 10 coins to any individual

1935 San Francisco Mint (small issue)	\$3.00 per coin
1936 Denver Mint	1.00 per coin

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Mr. Emil Klicka, Treasurer
California Pacific International Exposition
San Diego, California

Dear Sir: Please enter my order for following coins:

..... 1935 San Francisco Mint Coins.

..... 1936 Denver Mint Coins.

I am enclosing (\$.....) to cover same.

Name

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Raise your children in a desirable neighborhood



25 minutes by car from CONSOLIDATED plant

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BRAND NEW 5-ROOM HOUSE

Near Schools and adjoining
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\$500.00 Down Payment

Unobstructed view

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921 Muirlands Drive

LA JOLLA L. J. 2718



With a deft twist of the wrist, our Mr. Van Dusen officially broke the ice for the Bowling season's fun. Letting loose with a half-twist outcurve (so to speak) Van was amazed to find that even with the ball going nicely into the gutter, all the pins tumbled over, so powerful was the advance pressure created by the onrushing ball (plus some hidden strings). With this glorious send-off Van could total only 91 points and had to look to Dave Fleet to muster up the remaining 133 points to score 244 and a win for their side over Mr. Madison who rang up 112 whilst Mr. Gott brought in 85 to make 197!

BOWLING SCORES—EAGLES—TUESDAY, OCT. 6

ENGINEERING DEPARTMENT vs. MAINTENANCE DEPARTMENT

	Total	Av.		Total	Av.
G. Henry	535	178	A. Koenig	473	157
E. Weir	480	160	V. Melin	550	183
G. Clayton	459	153	R. Stevens	519	173
E. Dormey	516	172	B. Zerwek	320	106
R. Schawrz	467	155	A. Schafrik	554	184
	2,457			2,416	

TOOL ROOM

H. Meyer	523
E. Minch	476
C. Miller	408
R. Young	409
J. Braun	434
	2,250

WOOD SHOP

N. Weber	429
H. Setzer	285
R. Clark	469
J. Cossar	394
E. Hodgson	421
	1,998

STOCK ROOM

E. Whitman	434
A. Clark	467
W. Williams	439
D. Miller	358
J. Curtis	415
	2,113

SHEET METAL

W. Levere	471	157
F. Bieders	418	139
L. Kneefe	455	151
A. Kerns	460	153
L. Mulinski	439	146
	2,243	

FINAL ASSEMBLY

B. Garrett	421	140
D. Oatman	451	150
Ondo	418	139
J. Langley	333	111
J. LeClare	432	144
	2,055	

WELDING

D. Craig	326	108
E. Raymond	481	160
B. Duffy	420	140
W. Graft	395	131
H. Haupman	532	177
	2,154	

Blind Score 530 won by H. Haupman (Welding) with 532.

Frankie Eisman, spar mascot, wants to know what kind of flour is ground out at The Red Mill!

Coliseum Athletic Club

Wrestling every Tuesday Evening
Boxing every Friday Evening

CORNER FIFTEENTH AND E STREETS

SPECIAL OFFER FOR

BOWLING BEGINNERS

If you're a Beginner, this card good for your First game FREE. . . FREE Instructions. FREE Instruction Book for Beginners. Come in—don't be bashful—we will teach you how to play. Bring your friends and have a thrilling time.

Sunshine Bowling Alleys

624 Broadway

San Diego

BOWLING

The bowling season has opened with a rush and if anyone doubts the interest in this sport he need only to drop into the bowling alleys any night of the week and count CONSOLIDATED noses.

Teams schedules and rules have now been decided upon. Captains have been elected. Men who have bowled their qualifying games but find that their departmental teams have already been made up need not be discouraged as the season is yet young and they will have an opportunity to bowl before the season is over.

The following have been elected captains of their departmental teams:

Draw Bench—J. Friel.
Tool Room—J. Graun.
Hull Department—Brooks.
Paint Shop—Goldman.
Wood Shop—Weber.
Inspection Department—Boeing.
Office Timekeepers—Ed Drews.
Machine Shop—Harry Miller.
Metal Bench—Tyner.
Sheet Metal—Levere.
Final Assembly—Burle Garrett.
Maintenance—A. Schafrick.
Stock Room—Curtiss.
Engineering Dept.—G. Henry.
Welding Department—Duffy.
Wing Department—Dick Senn.

For the past three weeks the Hulls and the Wings have been bowling once each week for a barrel of beer. The results have been that the Hulls have received three barrels of beer free.

We hear that Charlie Hanger has received the Nom-de-plume of Bad-Lamp-Charlie by his record of 61 made during a practice game.

Bill Gilchrist, assistant foreman of the hull department has been more cheerful than usual since Mrs. Gilchrist returned from Buffalo on September 19. During her long stay in Buffalo, Mrs. Gilchrist attended the marriage of her daughter.

It seems as though the stork has been hovering over the CONSOLIDATED family of late. Congratulations are now in order for Dick Hirsch of the Bench Department. Dick's wife presented him with a smiling (we hope) Baby Boy on the 3d of September. Both mother and baby are doing very nicely.

Last but not least to be mentioned is that, Dick's fellow workers took up a collection, and had M. J. "Dad" Castle pick out a lovely gift for the baby.

Congratulations from the Hull Department, Dick.

V. O. Castle, Hull 5058.

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THE WINNAH, LADIES AND GENTLEMEN

Pity the plight of the Barnes-Chase Company who so valiantly offered to become judges for the selection of the winning name for this magazine, and imagine their embarrassment upon finding no less than one thousand and fifty-one names to select from! Imagine poor Ed Gott all ready with the twenty-five dollars for one winner when there were three! Big heartedly it was decided each should receive \$10, and then along comes another bonafide winner making a grand total of four winners! The winners were of course, H. Miller of the wing department, W. H. Wellman, of sheet metal, A. D. Kligman, of engineering, and Blanche Davis, telephone operator. Congratulations to you one and all!

Quoting from the letter received from the judges, the Barnes-Chase Company, we have, "I believe that selecting the winner and the two runners-up in your name contest has been one of the most difficult assignments this office has had in years.

In reaching my conclusions I have tried to visualize both the CONSOLIDATED organization itself and the purpose of this new magazine which has its birth this month.

An analysis from this point leads me to the selection of the name "THE CONSOLIDATOR" as an excellent title tying in with the name of your firm and suggesting the uniting, strengthening, solidifying purpose of the magazine.

Two other excellent contributions were made along this general line, I refer to the names "Consolidata" and "Consolidoings" but after due consideration, I believe the choice of the winner merits the decision.

For first honorable mention I have

selected "Final Assembly" as typifying the high achievement of the combined efforts of every Consolidated employee since it suggests the finished product in the making of which all have had a part.

For second honorable mention I have selected "Consolidated Air Beacon" because it combines the name of your organization with the term air beacon, which of course is regarded as a guiding light of progress.

Again let me emphasize the difficulty in making these decisions because of the very excellent quality of the names suggested. It is quite evident that many hours have been spent in serious effort to give this new magazine a truly representative name and one which reflects the fine spirit of the organization.

Very truly yours,
Barnes Chase Company,
Norman R. Barnes.

Just for fun, a peek was made into the huge pile from which the winners had been selected, and what do you think was found? No less than two persons suggested, "Knock Knocks," right in keeping with the times! Then there were several who suggested "Propwash," a sort of windy suggestion along with "Consolidated Breeze," "Consolidated Gas" and "The Snooper!" Then there was the wise-snapper, "Wings and Horsefeathers," and the Spanish twist, "El Consolidadero." There was, "Consolidated In-Formation" and "Pee-Bee-Why" and "The Sky Hook." Ah, Ha! and no less than three persons were doubtful as to the future contents of such a magazine which might come out with suggested titles like "The Snooper" or "The Keyhole" or "Consolidated Scandal". These

doubters suggested the title of "The Sky Pilot" which might be taken either of two ways. "Plane Chatter" was a rattling good name as was "Bump to Suit" and one which had a nice swing to it was "Con-Air-Y Warbling." But along with "Plane and Fancy News" the one, which stuck by us the most was "Fly Paper." The first thing that came to mind was the kind of flypaper that used to be sold two sheets for a nickle with the sticky sides stuck together, and which when opened provided no end of laughs in silent movie slapstick comedy days!

THE PICNIC

By Jack Frost

Women driving nails; I mean with hammers—Dan Latiok in a bathing suit; could stand more fat—Mrs. Mounce, Gordie, Jr. and the handsome daughter watching papa going through maneuvers with the Fleet—Henry Fink guzzling beer—Jim Morris helping pass out beer—Henry Golem drinking beer—Jack Gott drinking—Oh Hell, hundreds drinking beer—me drinking Pepsi-Cola (I couldn't get to the beer stand)—Bill Hayes showing a sister around—My wife carrying a ham around—I mean the kind that really come from pigs—I mean not me but one that I won one; I'm all mixed up—a quartet singing Sweet Adeline—Ken Abernathy saying "All the lads" over the mike—just like the old Basstro—Ray Madison and family getting unburned—Bud Waterbury giving himself a radio audition over the mike—Some big palooka backing that Chevrolet into me—The office tug-of-war team, winning their tug-of-war in a walk—the Engineers did not show up—Ed and Mrs. Gott finding a place to picnic lunch, with little Jackie helping—someone Shanghaiing Henry Growald into the tug-of-war—The Naumans looking at the dip-the-dips; I said looking not riding—Sid Avery for anchor man on the tug-of-war team—Frank Learman and all the Learmans at the merry-go-round—Papa Learman also having a good time—Mac Laddon doing his best to get his family away so he could play golf but being outnumbered by the family—Bill Maloney, actually with a coat on—three-legged girls and boys—Bert Bowling handing out prizes—the Midway with me losing money—Henry Growald explaining to me that there was no sense in winning ham and bacon.

Who is the Beau Brummel of Tool Design who recently had his golden smile fixed?
By K.





The Model 11-32 Fleet

In response to a demand for a primary trainer that would operate at high altitude and give the same performance as the standard Model 11 FLEET at sea level, the Model 11-32 was designed.

In the above picture you see the first Model 11-32 manufactured by our wholly-owned subsidiary, Fleet Aircraft of Canada, Ltd. This is one of the ships in an order of six, manufactured for the Government of Mexico. Last month six of the pilots from the Mexican Air Force flew the six new Model 11-32's from Fort Erie, Ontario to Mexico City. Their Flight Leader was Coronel Alfredo Lezama Alvarez, well known pilot of the Mexican Air Corps. These ships are now in daily training operation at the military airdome in Mexico City. Mexico City is 7100 ft. above sea-level. From recent reports we understand that the Mexican pilots and officials are highly pleased with this latest version of the famous FLEET machine.

The Model 11-32 differs from the standard Model 11 in the following respects: It has a 32-ft. wing spread instead of the standard 28-ft., two extra flying wires and a larger gap. Like the standard Model 11, it is powered with the new Kinner Series 2 R-5 engine, which develops 160 H. P. at 1875 R. P. M.

Wherever you go throughout the world, just watch the FLEET fly by.

Red Kimbal, No. 1 sheet metal Night Hawker, can throw a mean bowling ball from the sitting position. Must be a new game! Better ask Doc. Walker to explain the bowling alley hold, Red!

Ever hear Hyena Derby tell about Wild Bill Kanes' famous flight and its inglorious end in front of an assembled Douglas Co. noon-day audience?

Bet Leo Klingelmeyer wears out plenty of shoe leather a month!



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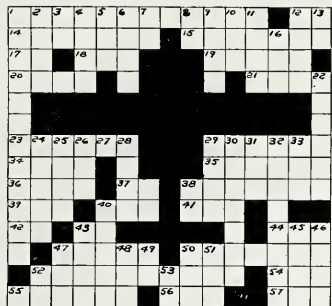
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FORD
V-8
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LINCOLN
Zephyr**

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Get the Limit
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Cross Word Puzzle



W. E. GREEN, ENG.

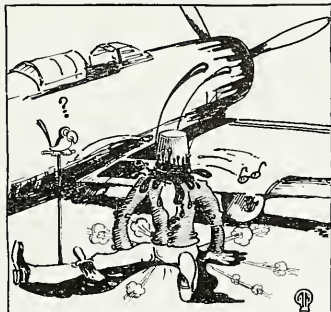
- HORIZONTAL**
- San Diego's Largest Industry.
 - Part of to be.
 - Given to the PBV-1 by the Aeronautical world.
 - Engine Housing.
 - Sodium.
 - Measurement of Length.
 - Kind of Cotton.
 - Airplane Maneuver.
 - Interjection.
 - Material used to make Engine Mounts.
 - Hydrocarbon used to rate Antiknock qualities of Gasoline.
 - A single assembly.
 - Revolving Gun Tower.
 - Tension members.
 - To Exist.
 - To Mark with Parallel Lines.
 - Electrified Particle.
 - Doctrine or Political System.
 - Tropical Pudding.
 - Upon.
 - Physician (Abbr.)
 - Burro.
 - Consolidated Uses Millions of this Article.
 - Copper Ore.
 - Deities.
 - Adult Males.
 - We... on all of you to make this Magazine a success.
 - Poem.
 - Liable.
- VERTICAL**
- Bulwark of Democracy.
 - Elliptical.
 - North America.
 - Dance movement.
 - Necessity for Engines.
 - What not to do at work.
 - Preposition.
 - One.
 - Job.
 - Medieval Shield.
 - Hard.
 - High (span).
 - Personal pronoun.
 - To drop behind.
 - Remove.
 - Labor organization.
 - Good (Fr.)
 - Possessive pronoun.
 - The Boys who Fly Our Boats.
 - Internal combustion cycle named after German scientist.
 - How most of us feel about the Mockup.
 - Three (prefix).
 - Giant S. Amer. pike.
 - Device used to catch seafood.
 - Railroad (Abbr.)
 - Make of Parachute.
 - Maneuver used in determining terminal velocity.
 - Break in planing surface of Hull.
 - Caused to go.
 - Tear.
 - The Finish.
 - Musical term.
 - Help.
 - Extruded dural section.
 - Prefix.
 - Preposition.

GRRRrrr, WOLF!!!

Attention! Accounting Department golfers. The Hull Department golf team would like to know if the Accounting Department would like to retract their erroneous statement of the golf match in the first issue, or to accept a challenge for team play to be held within the next three weeks at any golf course you may choose. It must be understood that only CONSOLIDATED employees in the Accounting Department will be considered.

Hull Department Golf Team.
By H. H. Abbott.

Final Touchup!



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JAMES D. FORWARD, Pres.

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San Diego Window Cleaning Company

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CLEANING
CONTRACTORS

Eighteen years of experience makes us eligible to solve your cleaning problems. Cleaners of paint, wallpaper, floors and windows since 1918. One-day service on a whole house or a bathroom. We employ only white help.

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Phone Main 9505 723 Eighteenth St.

San Diego, California

THE GROUND CREW

(Continued from Page 21)

day is likely a graduate of one of our state universities, although not necessarily so. He has survived a rigorous training schedule of one of the Government training institutions or our best commercial schools. His training has been along scientific lines and the idea of flying as an adventure has not been allowed in his training. Guesswork or haphazard chance has been ruled out of his life. He is trained to create confidence among people who travel by air in much the same manner as the physician establishes confidence among his patients. Most of them are married, have children, homes and perhaps a garden—in general, live the life of normal citizens. Pilot's work is generally considered to be quite fascinating. While it has periods of monotony, on the whole, it is a highly interesting vocation, nature is abundant with ever-changing scenic beauty. This perhaps sounds like "Hearts and Flowers" to the uninitiated, but a view of a sunrise above the clouds or a sunset is far beyond average descriptive powers.

A few interesting figures are appropriate in connection with the flying profession and the element of "safety," that ever recurring word when aviation is discussed. Recent insurance statistics, which came to my attention, show that more people are killed by mules in the United States each year than lose their lives in air traffic. Compared to automobile travel, air travel is 33 1-3% safer. As you read this article, there are 4000 people in the air. This applies whether it is read by night or by day. The air lines last year completed almost 97% of their schedules. Insurance rates for air travelers are now the same as for any

surface means of transportation. Yours for more flying by everybody. As the old medicine men used to say, "Good for man and beast."

Harry Buchanan: While not knowing your suggestion pertaining to the department you mention, it is difficult to say whether or not it is suitable for the magazine, but whatever it is, shoot it in! Suggestions of any nature are always welcome. Harry is now the proud owner of a home at 3639 Herman St.

Art Miller, of the Hull Department, is back after his long trek across the continent. His Shuffle to Buffalo lasted four months. Glad to be back, Art?
V. O. Castle.



Many a man is regarded by his wife as an ideal husband, but Al Clark of the hulls is even more than ideal. We are told that he knits one, purls one, and eventually the result is a comfy sweater for Wifey—a darn good yarn.

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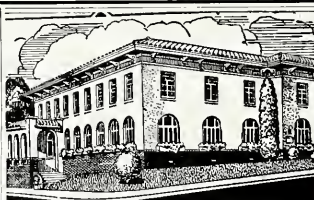
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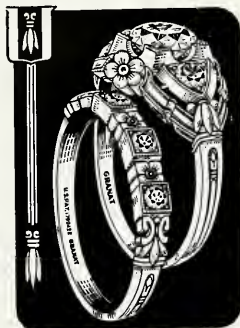
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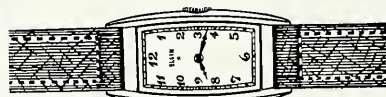
The new models for men and women by ELGIN at standard advertised prices on "Friendly" Credit . . . no extras.



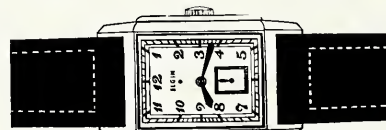
ELGIN 15-jewel round model for ladies . . . white or yellow gold-filled case \$42.50
\$1.00 per week.



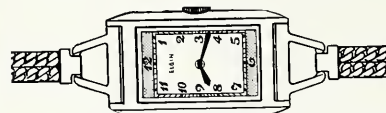
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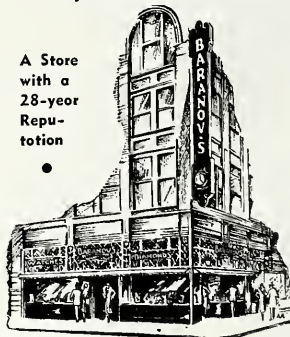
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CONSOLIDATOR

Volume 1

November, 1936

Number 3

THE Editor who, in his spare moments, is timekeeper for the Wing Department, issued and collected about three hundred cards having to do with a statement of residence in regard to the California Income Tax Act of 1935. After being questioned by two hundred ninety-nine person as to why, wherefore, etc., Ye Editor went on a sleuthing tour and collected the following information.

A return must be filed by every resident, and every non-resident receiving income from sources within the State of California, whose net income amounted to \$1,000, if single or if married and not living with husband or wife; or \$2,500 if married and living with husband or wife.

Individuals who maintain a permanent place of abode within this state or spend, in all, more than six months of the taxable year within the state, are presumed to be residents. It is likewise presumed that any individual who enters this state with the

intention of remaining, becomes a resident for tax purposes the moment he crosses the state line.

Personal exemptions are allowed, if single, on \$1,000; if married or head of a family \$2,500. An additional allowance may be claimed for each person (other than husband or wife) under eighteen years of age, or incapable of self-support because mentally or physically defective who receives his chief support from the taxpayer. This exemption is \$400.00 per person. Interest and taxes paid, losses by fire and storm not covered by insurance, bad debts, contributions or gifts to Community Chest and other like organizations operating for non-profit, may also be deducted. Losses from the sale of securities and property may be deducted up to \$2,000.

You may not deduct gasoline tax or sales tax as these taxes are, in theory, a tax on the merchant, nor can you deduct any income tax paid to another state or the Federal government.

The amount of the tax is 1% on all incomes up to \$5,000.

Returns must be filed on or before April 15, 1937.

The above information is the barest possible outline answering a few of the questions asked. While the information is correct, this article is not to be used as a basis on which to calculate your income tax. There are many modifying factors which could not be included due to lack of space.

THE COVER

The launching of a CONSOLIDATED PBV-1 airboat from the beach at Lindbergh Field on October 30, 1936. In the foreground may be seen the ramp from which airboats will be launched and operated when construction work on the base has been completed. The CONSOLIDATED factory appears in the background.

EDITORIAL STAFF

Issue Editor.....Rupert Pownder

The CONSOLIDATOR is published monthly by and for the employees of the CONSOLIDATED AIRCRAFT CORPORATION under the supervision of the management. The editorial staff comprises every employee through whose efforts the magazine is produced.

The staff for each issue may be noted through the signed contributions.

All communications should be addressed to the CONSOLIDATOR, c/o CONSOLIDATED AIRCRAFT CORPORATION, Lindbergh Field, San Diego, Calif.

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MORE than fourteen million Americans now living have no recollection of November 11, 1918. They were too young—or not yet born. We who are able to remember do not fully realize what happened. The Great War swooped upon a world which hoped that commercial ties and interests had rendered war impossible. And when it came, 27 nations were engulfed; every empire, save two, was overturned; thirty rulers lost their thrones. And when eight and a half million men had been killed, and twenty-nine million more were wounded or missing the war ceased as suddenly as it came.

This day—eighteen years ago last Wednesday was curiously quiet. The excitement that had been expected when the war ended, was strangely absent. The reason was that four days earlier, on November 7, a report was spread that the war was over, and it roused wild expressions of public joy. The report was premature, but it occasioned a momentous display of public enthusiasm. Crowds came running from everywhere. People packed the streets from end to end. Traffic was at a standstill. People shouted "The war is over" and the tumult continued all that day and night. Presently the newspapers came, loud headlines declaring that no armistice had been signed. But the people flung away official denials. They thought they knew. Intuition was independent of cablegrams from Paris and radiograms from Berlin and telegrams from Washington. It simply had to be true that the war was over. Theoretically, they were correct. The war was practically over but the official arrangements had not yet been made.

The President's Column . . .

And so when Armistice Day came, November Eleventh, the first uncontrollable surge of excitement had passed. At the 11th hour of the 11th day of the 11th month the guns had ceased.

One thing particularly significant is that it is this day that is celebrated—the day the war ended and not the day it began.

There is, within all of us, a certain inherent quality to have a scrap once in a while. In itself it is not a bad quality. It is that which gave our forefathers that fighting quality to the end that we now have our liberty.

Fortunately, however, the American people are more able than most, to curb that desire to fight. We are a peace-loving people and are proud of it. It is only when our sense of justice and liberty has been crossed, that we are aroused.

Unfortunately, there are millions upon millions of other people in this world who do not seem to be able to readily control this anxiety to fight. There are clouds hanging over Europe today which we all hope will soon be cleared away.

However, there is one way to keep such troubles away from our shores and that is by making our shores unattractive to unwelcome visitors. With this in view, CONSOLIDATED has been employed by our Navy, to build for it certain products for the defense of our shoreline.

Each and every one of us plays some part in the construction of our aircraft. Some jobs may be more important than others but there is no job that hasn't some reason for being there. There is no part put into an airplane that hasn't a special purpose and value.

We are striving to give our Government the best possible product that can be built today. Accuracy in construction is of paramount importance. It is not uncommon for a measurement of one one-thousandth of an inch to be made in our plant. When an outer wing is attached to the center section, many of the boys can vouch for the fact that there are 230 odd bolt holes that have to be made to meet. There are hundreds of them where the leading edge is fastened to the panel.

And so it is that everyone of you fellows must realize that your job must be done accurately and efficiently, whether it is in Final Assembly, or

welding, or Hulls or any other department.

Let's try our best to give Uncle Sam's Navy a product of which they will be proud and one which will give our Government long and hard service. We hope they will never have to be used to defend our shores against invaders but if they do, we want them to be ready to do so safely and efficiently.

R. H. FLEET.

Mr. Preston Lockwood, of New York City, one of CONSOLIDATED'S directors, sends us a most interesting article on the history of aviation, and particularly pointing out the important part played by various publishers, such as James Gordon Bennett, Pulitzer, Lord Northcliffe, and others in the development of aviation and the aircraft industry. A pleasing simile is drawn between the efforts of these great men, and the possibilities of the CONSOLIDATOR as an exponent of the use of aircraft. Regrets of sincerest nature are ours that space does not permit us to print Mr. Lockwood's article in its entirety. Our thanks and appreciation to him, however for his thoughtfulness, and interest in our publication. A thought most interesting in his article, and one which all might well follow, states in effect, that as a prerequisite to accomplishment of any sort, "you must throw your pebble into the pond, each day."

BOUQUETS

Kind words of congratulation spur us on to greater accomplishments. Letters along these lines, commending the CONSOLIDATOR, have been received from:

S. S. Bradley, General Manager, Manufacturers Aircraft Association, New York City.

Oliver L. Parks, President, Parks Air College, East St. Louis, Ill.

Ray P. Whitman, Vice-President and Treasurer, Bell Aircraft Corp., Buffalo, N. Y.

Please Note: Please do not expect photographs submitted to the Editor to be returned. Clear Glossy prints are all that can be used. Negatives cannot be used.

Attention . . . No. 6042. "Paint Shop Gossip" was excellent news, but please mention names of persons involved when sending in items so that all can enjoy the fun.

Report of the National Aircraft Production Meeting

By Thomas P. Faulconer,
Engineering Dept., No. 250

THE National Aircraft production meeting sponsored by the S.A.E., The Aeronautical Chamber of Commerce of America and the Air Transport Association of America at Los Angeles, covered completely, modern aircraft production and maintenance methods.

On the opening day the Navy maintenance angle was presented by Commander F. W. Pennoyer of North Island, supplemented by papers on testing and maintenance problems, prepared by M. G. Beard, of American Airlines and C. H. Schildhauer of Pan American Airways. These papers were followed by a resumé of modern plant equipment by R. A. Hake of Lockheed Aircraft Corporation, and aircraft spotwelding by Bruce Burns of Northrop.

On Friday, the second day, papers on the selection of oils for high output aircraft engines, aircraft engine installation vibration problems, and radial aircraft engine production were presented by men of long experience in their engineering use. Also design and production of aluminum alloy forgings and inspection by x-rays and gamma-rays were brought up. C. E. Stryker of Curtiss Wright introduced R. C. Gazley, chief engineer, manufacturing inspection service, Bureau of Air Commerce, who talked of new federal specifications for the production of Aircraft materials and the design and production of commercial Aircraft. Representatives of large American manufacturers were of the opinion that these regulations were too elementary to be incorporated in the Federal specifications, and E. P. Warner, acting as conciliator between the governmental and production sides recalled the days when manufacturers were crying for regulations. The general tone of the comments was that regulations should be broad enough to cover general conditions, and that special cases and minor detail be left to the discretion of the inspector on whose jurisdiction the question arises. Even now we have too many sources of impractical and not too reliable data, and further regulation should tend to centralize the source of specifications and to leave more of the design requirements to the engineering staff of the individual producer.

Saturday morning we inspected Cal. Tech's wind tunnel, where the motor driven automatic compensating beam balances proved to be of great

interest. The facilities for research and precise investigation of Aircraft performance through the use of wind tunnel models has been of inestimable value, especially to Pacific Coast concerns. We also saw the huge reflectors being ground for Palomar observatory and a startling display of five-hundred-thousand and million volt arcs.

Saturday afternoon a paper on problems in the design and construction of large aircraft by Minshall, Ball, and Laudan, of Boeing Aircraft Co. was read. This paper covered pioneering in the large plane class, and answered many of the questions that come up in the development of larger airplanes having high performance.

Walter Koch Transferred To Experimental

By Ad Ily

I imagine the fellows in the bench department felt very much like a football team that has lost its star quarterback. I'm referring to the transfer of Walter Koch.

From the say-so around here in the bench department, Walter is a very well-liked sort of person, and in the short time that I have known him, I can say I wouldn't have wanted a better boss. Let's feel a little envy for those fellows who will work under him in the Experimental department.

And from the rest of your team mates that you left behind, Walter, we're giving you three rousing cheers and hope you enjoy your future work in the Experimental.

To the Editors of
"CONSOLIDATOR":

Personally being very interested in the success of our magazine, for my own benefit. I would like to know just what sort of articles are wanted in order to hold the interest of employees. I am well qualified to write articles pertaining to First Aid, and Safety in industrial plants; also articles of interest pertaining to scenic trips thru the State of California. We cannot all agree on the same subject, so why not have an open forum, thereby creating interest among the men, stimulating us in educational value by learning what the other fellow has in his mind. How about it?

Sincerely yours,

JOE SHIELDS, No. 1871.

Read Joe's timely letter—write us your opinion of suitable subjects. We will cooperate.—Ed.



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SAY YOU SAW IT IN THE CONSOLIDATOR

Our Charter Femme . . .

By Catherine Alice Phipps

"HITCH your wagon to a star," is a well-known saying to most of us. Miss Jane Frances Dunn, of the Accounting Department, may not have thought about it that way but she took that advice very literally on December 4, 1924. Her "wagon" was her future and her "star" the CONSOLIDATED AIRCRAFT CORPORATION of Buffalo, then in its infancy. On this date she obtained a position as telephone operator in the Company, a step which she has had no occasion to regret.

A native of Pennsylvania—"Penn's Woodland"—Jane was born in the

small town of Susquehanna which boasted a population of 6,000 souls. It was from this peaceful community that she came into the turmoil and excitement of the infant industry of aviation. This was her first office position and, altogether, she found it thrilling and novel. The CONSOLIDATED AIRCRAFT CORPORATION at that time consisted of one building which housed about fifty employees. In 1925 she was placed in the Accounting Department as Payroll Supervisor. There were but two persons other than herself in this department in that year; namely, a secretary and a cashier.

In those days of the boyish "figger", knee-length dresses, the mannish bob, heavy makeup, Rudolph Valentino, jazz and the "flapper", aviation was a new and comparatively unknown industry to the public at large and, thus, it was an exciting day when the employees of CONSOLIDATED, including Jane, were given an opportunity to ride in the very first airplane ever built by the Company. They were the guests of the Test Officers and were driven out to Curtiss field in Pierce-Arrow cars donated for the occasion which, as Jane states, was an event in itself. During that period CONSOLIDATED was engaged in the building of PT's, Army training planes, and the plane they rode in was an open two-seater of this type. When Jane's turn came she was all fixed up with a helmet and a pair of goggles and taken aloft. She says it was an invigorating but rather frightening ride as the pilot "gave her the works," not omitting a thing from barrel loops to flying upside down. She recalls that the field was very rough and the "hangar" merely a rude shed. A far cry from today!

Customs and fads have certainly changed since 1924. Today, curves, dresses with sensible lengths, natural makeup and permanent waves have taken the place of the garish modes of the 20's. "Talkies" have replaced silent pictures. "Swing" music has taken the place of jazz and the "flapper" is as dead as yesterday's news. Aviation has kept up with the pace of current happenings and CONSOLIDATED has kept up with aviation—in fact it has helped aviation advance.

Jane marvels at the changes that have taken place during the twelve years since she first joined the CONSOLIDATED AIRCRAFT CORPORATION. The move from Buffalo



Miss Jane Frances Dunn

to San Diego climaxed eleven years of constant progress by the Company. Whereas at first there were only fifty employees in the Company there are now about 3,000. The size of the Accounting Department and all of the other departments of the firm have materially increased. There is a constant hum of activity within its walls that she would have deemed impossible twelve years ago.

In June of this year Jane made a trip by plane to Buffalo. You couldn't by any stretch of the imagination say that she "shuffled off to Buffalo!!" Exactly eighteen hours after she left San Diego, the huge transport nosed gently to earth in Buffalo. The beautiful trim lines of the ship, the comfortable accommodations, and the efficiency of both pilots and hostess were a revelation indeed. The fields were large, smooth and well cared for and were equipped with beacons and guides so that there was nothing haphazard about taking off or landing. All in all, she felt perfectly safe and enjoyed every minute of her trip. In her words, "It was wonderful!"

Twelve years of service for Jane! That is a record of which she can well be proud. They have been twelve happy years for this member of the CONSOLIDATED AIRCRAFT CORPORATION—years during which she has watched the Company grow from an infant carefully nurtured and guided into a gigantic organization with its influence spreading all around the world, helping to draw the peoples of the earth closer together, far surpassing the expectations of its creators.

Congratulations, Jane, on your long record of faithful service! May you be with CONSOLIDATED many, many more years and may they be as pleasant as those which are past.

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Miss Lucille Fisher

Highlights on the Night of October Fourteenth

EVERYTHING seemed to be pretty quiet on the Western Front when, in answer to a tiny tingle of the doorbell, I found the CONSOLIDATED feminine personnel arrayed in their best togs and laden with surprise packages, ready to spend the evening.

Michigan Rum (not the kind you drink) seemed to be in vogue during the evening and with the aid of a few Orange Blossoms, the betting soon became serious. Blanche Davis sure would bet the sleeves from her vest, any day in summer but she would want them back in the fall. Avis Clark watched her pennies closely and Kay Schneider being the lucky winner for the evening, took home the bacon.

Irma Sommer and Jane Dunn, having the interest of the house at heart, demanded an ante from every table so that the evening would not be a total loss. Just as soon as the food was in sight and the aroma of coffee filled the air, in breezed Jackie Thompson and Al Nelson with the excuse that they thought perhaps transportation was needed to get these femmes safely home. Personally, I believe they came in to help me blow out the large number of candles which decorated that grand cake. "on account of," it was my birthday, or, to get their pictures taken with the Hollywood stars.

After unwrapping tons of paper and untying miles of string and ribbon, the contents of the surprise packages were finally displayed to the amusement of all. These presents are still intact at the Loma de Oro and anyone inquisitive enough to know what they are, may view them there.

After feeding their faces and subduing the laughter, I finally prevailed

upon them to leave in the wee small hours of the morning, and all the neighbors for blocks around finally settled down for a long winter's sleep.

Latest news circulating around CONSOLIDATED is that Leta Davis hopes to be at home in Buffalo for Thanksgiving. Maybe the turkey tastes better in the east. Best of luck, Leta, and we all wish you a pleasant journey.

Miss Harnly, of the Navy Office, is recuperating from a recent operation. We send our best wishes for a speedy recovery.

News from San Francisco informs us that Odessa Steffel is now Mrs. Edwin Krause. May all her troubles be little ones.

All girls who are interested in a Christmas party, please send your suggestions to the Femme News Editor sometime during the next two weeks.

Lots of new shining (?) faces are beaming around CONSOLIDATED, among whom are:

Minnie Schafer (Navy Office).
Mildred Williams (Navy Office),
Alfreida Wolfe,
Harriet C. Mortell,
Bernice A. Zywert,
Rose M. Pality,
Mattie L. Smith,
Elizabeth M. Wedlan,
Catherine A. Phipps.

Yours, Lucille.

... Femme News Notes

Rumor has it that Miss Fisher was entertaining friends, so she planned a tuna salad. Opening the can, it didn't look just right, so she poured the liquor on some bread and "tried it on the dog." He seemed to enjoy it, so she went ahead with the salad.

Just as the party was finishing the dish, the maid rushed in. "Oh, Miss Fisher—the dog is dead!!" What to do? A hurried call to the doctor, who came armed with his stomach pump. After it was all over, the maid said, "I buried Fido right away—the automobile that ran over him chewed him up so badly."

A. J. Crouel, Hull Dept.

Work

is a great factor in life. He who has learned to love work is indeed fortunate; for no investment pays greater dividends. But, alas, many of us are clock-watchers with one eye on the wash-bowl and the other on the gong. A man can make himself what he will and whether his rewards be great or small, he has only himself to thank. Again: He who has learned to love work is fortunate.

—EDWARD C. STERRY



New Era For San Diego Air Corps Reserves



John M. Kline

ALTHOUGH San Diego has been the home of the 514th Observation Squadron, Air Corps Reserve, since 1921, it seems that but few people, except for the Army authorities and a few officers belonging to the unit, knew that such an organization existed. This, perhaps, was due to the fact that from 1921 until October, 1935, the unit, though belonging to San Diego, was located at Rockwell Field, North Island, and seldom came to the attention of the public.

In October, 1935, the control of Rockwell Field passed to the Navy by presidential order and all Army activities, except the Rockwell Air Depot, were transferred to other stations. For years the local Air Corps Reserve officers had endeavored to get the Reserve Squadron transferred to the mainland in San Diego but were not successful. This was the first, only and last opportunity to bring the unit into San Diego. The officers belonging to the unit took advantage of the opportunity and enlisted the aid of Congressman George Burnham, Senator McDadoo and the San Diego Chamber of Commerce, to bring about the transfer of the Squadron to Lindbergh Field. The War Department advised that the transfer would be approved provided proper and adequate facilities would be made available for the maintenance and operation of the Squadron on Lindbergh Field. Our very good friend, Captain "Joe" Brennan, Port Director of San Diego, graciously offered the Squadron the use of the runways of Lindbergh

By **JOHN M. KLINE**
2nd Lieut., A. C. Res.
514th Observation Squadron

Field, in common with all other operators. Due to Captain Brennan's efforts the San Diego Harbor Department sponsored a W.P.A. project for erecting the necessary hangars and providing the necessary offices, shops, etc., on Lindbergh Field and, consequently, on November 2, 1935, the new era began. The 514th Observation Squadron, on that date, moved to Lindbergh Field. Although not yet completed, the Squadron moved in its new hangar September 9, 1936, and expects to be permanently settled in its new quarters by December 15, 1936.

In February, the War Department detailed First Lieutenant Walter W. Gross, A. C., U. S. A., as Unit Instructor for the local Squadron. Lieutenant Gross is the first full-time instructor to be detailed to duty with the Squadron. Since he assumed his duties on February 24, 1936, he has instituted a new deal which has gained for him the respect and esteem of the Squadron's officers and enlisted personnel. Seven local boys have been commissioned from the ranks and eight others are undergoing an intensive course of correspondence school work and will be commissioned if and when their studies have been satisfactorily completed.

On October 15, 1936, Captain Walter D. Cannon, Jr., Air C. Res., succeeded Captain James Allison Moore, Air Co. Res., as Squadron Commander and immediately announced the following assignment of Squadron staff duties:

Adjutant, Captain Frank H. Page.
Assistant Adjutant, 2nd Lieut. L. C. Woods.
Operations Officer, 1st Lieut. Douglas T. Kelly.
Assistant Operations Officer, 2nd Lieut. Lyl C. Woods.
Second Asst. Operations Officer, 2nd Lieut. Frank S. Aitken.
Engineering Officer, 1st Lieut. Gordon E. Mounce.
Asst. Engineering Officer, 1st Lieut. William B. Wheatley.
Second Asst. Engineering Officer, 2nd Lieut. John B. Fornasero.
Supply Officer, 1st Lieut. John O. Zahn.
Asst. Supply Officer, 2nd Lieut. Charles A. Longaker.
Second Asst. Supply Officer, 1st Lieut. Joseph H. Wakefield.
Mess Officer, Captain Lester J. King.
Asst. Mess Officer, 1st Lieut. Harry H. Haw.
Intelligence Officer, Captain James A. Moore.
Asst. Intelligence Officer, 2nd Lieut. William

A. Speer.
Second Asst. Intelligence Officer, 2nd Lieut. Donald K. Fargo.
Public Relations Officer, 1st Lieut. William L. Van Dusen.
Asst. Public Relations Officer, 2nd Lieut. Lyl C. Woods.
Communications Officer, 2nd Lieut. Charles H. Richards.
Asst. Communications Officer, 2nd Lieut. John J. Thompson.
Second Asst. Communications Officer, 2nd Lieut. John M. Kline.
Armament Officer, Captain Cedric B. Davis.
Asst. Armament Officer, 1st Lieut. Clinton B. Gaty.
Transportation Officer, 2nd Lieut. James M. Liddell.
Asst. Transportation Officer, 2nd Lieut. Clayton A. Beran.
Recreations Officer, 2nd Lieut. Lyl C. Woods.
Asst. Recreations Officer, 2nd Lieut. Clayton A. Beran.
Photographic Officer, 1st Lieut. John J. Mulvey.
Asst. Photographic Officer, 2nd Lieut. Clayton A. Beran.
Gas Officer, Captain Frank H. Page.
Asst. Gas Officer, 1st Lieut. Harry H. Haw.

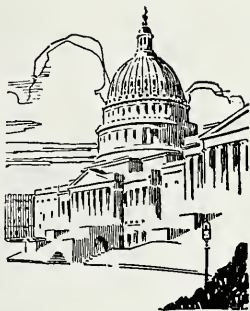


Lt. Walter W. Gross

A program of systematic instruction is now being prepared and tactical training is expected to begin November 29th. It is hoped that a Reserve Squadron, second to none, may be produced within the training year.

Until October 29th, the flying equipment assigned the Squadron consisted of two PT's and one O-19-B airplane, all of which are products of CONSOLIDATED. On October 29th, the first of several North American BT-9s was received.

The Squadron's future now appears bright. Officers and enlisted men are demonstrating a keen and renewed interest in their military work. The Squadron now takes its place in military circles.



News From the Capital

Eastern Airlines announces that male stewards will replace the former hostesses on all their passenger planes. The girls are all up in the air about not being up in the air.

Navy Day was appropriately celebrated in the Nation's Capital with the usually secretive Washington Navy Yard being thrown wide open to the public. Over 200,000 persons jammed the confines to view how our big guns and shells are made and used—step by step—from billet to battleship. On the river, destroyers lined the docks while a Navy two-seater plane was catapulted from a float in front of the spectators. Overhead, while large and small parachutes rained on the crowd, Navy pilots put on a real aerial show; the Goodyear blimp circled with streamer messages while an endless procession of commercial airliners and Air Corps planes filled the sky. The earthquaking thunder of the mammoth drop forges at work in the shops vied with the booming and spitting of the big and little guns at demonstrations on the ranges, while Marines paraded and the bands struck up martial airs—well, it was a great show.

Have you ever seen the Lincoln Memorial at deep night when only a soft white light cloaks that heroic figure against the stillness of the most beautiful monument in America? A few moments meditation then supplies inspiration for many months.

Pennsylvania Airlines and Central Airlines combine to form a unified service over former parallel routes from the Capital to Detroit and Milwaukee; the picturesque Hybla Valley near Washington bids fair to become an American terminus of the Trans-Atlantic dirigible service; Eastern Airlines petitions to absorb Wedell-Williams Air Service thus extending their lines to Houston; "The British Are Coming"—with orders for aircraft;

several commercial lines are conducting experimental passenger flights at high altitudes that were international records only a few years ago. Never a dull moment in the air!

Census shows five girls for every two men in Washington! When Greeley said, "Go West, young man, Go West," the boys must have taken his advice with relish.

We voteless residents of the District of Columbia hear rumors that there was an election in the U. S. as this goes to press.

H. E. Weihmiller.

LET'S HAVE SOME NEWS

By Ad Ily

While walking through the shop today, I was attracted to the notice on the bulletin board, requesting more "news items."

Now this is my first attempt to write for the CONSOLIDATOR, and I don't have much hopes of having any of this printed, but I'm at least trying to do something for this swell magazine.

If the CONSOLIDATOR were stopped there would be a great hue and cry because I know all of you fellows enjoy reading it. But how in the sam-hill can you expect to publish a magazine when you don't have anything to put in it.

Come on now, let's have a little team work for you fellows. I know darn well that there is something for you to write every day if you keep your eyes open to it. Most of you just don't bother but let the rest of them do the writing. Now let's have something from all of you. Let's make the CONSOLIDATOR bigger and better than ever.

Bud Mathewson wants to wear gloves to work. We've heard of white collar men but never white glove mechanics. Ken Bruning, No. 4120.

Bill Homan, Planning Department, made the statement Bob Mussen is a good singer. "What is his range?" asks Claude Rowe.—What would Bob do with a range, Claude, he has no horses?

Would like to have some more copy from J. C. Hall, No. 935.

Landlady: "I think you had better board elsewhere."

Young Man: "Yes. I often had."

Landlady: "Often what?"

Young Man: "Had better board elsewhere."

Rudolph Wewera, No. 5164.

SAY YOU SAW IT IN THE CONSOLIDATOR

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SELECT FROM A RELIABLE FURRIER!

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"THE HULL TRUTH"

Thanks for your cigar, Secret; too bad we don't have more weddings and blessed events. When asked who wrote "The Deerslayer," someone up and replied, "Well, it wasn't Harry McEwan"—and speaking of Harry, we wonder who sent him that pretty picture of a jackass; hi G. H.—"180" McKune will give free bowling instructions every Sunday evening at the bowling alleys. We see Dave Tyle sold his old Chevrolet to a contractor; now he's using it for a cement mixer; Dave always said he didn't know which end the cement came out of—we understand a new student riveter in the hulls, after bucking his first rivet from inside the ship, stuck his head out of the port and hollered to his partner, "Okay, this half is done; hit the other half." I was asked the other day if I knew what would stop falling hair; the only thing I know of is the floor.

Your Keyhole Gazer,

Bud Farnsworth, 5046.

Cass Gurney, Hank Liegel, and Eddie Voekle, the "big three" in Sheet Metal have so arranged their residences that each one can be a mayor of a beach all to himself.

"Missouri" Allender is outdoing Baron Munchausen, Joe Penner and Major Hoople by describing his various successes as a wild duck hunter.

—Al Bennett.

Mike Brooks of the Hull Department just bought a new home and some furniture. Wedding bells, Mike? How about it?

Roose, Hull Department.



Mesa Flying Club News

Sincere welcome is extended to three new members of our rapidly growing club (3,000 flights made in the last four months)—Mr. O. Hubbard (Finish), Mr. J. Waugh (Finish), and Mr. McCloud (Inspection).

The annual election of officers on October 9, resulted in the re-election of President Leonard. The other officers elected are, Mr. Knutson, Vice-President; Mr. Butterfield, Secretary; Mr. Baker, Treasurer; and Mr. Hunnerman, Social Director.

Mr. J. Gregg (N. Island), former secretary, was recently transferred to Lakehurst, N. J., Lighter Than Air Division. He'll be missed!

For their services to the club, Mr. Downer (Mission Beach), Mr. Garnet (Hi-Power), Willard (Mission Beach), and Mr. Crittenden (Inspection), have been named Honorary Members. Mr. Downer, who suggested the name "Mesa Flying Club," graciously permitted the use of his home as a meeting place during the early days of the club. The exacting duties of Assistant Secretary have been very capably performed by Mr. Willard. Incorporation of the club and avoidance of legal pitfalls have resulted from the expert advice of Mr. Crittenden, the group's legal adviser.

"Woe is me!", or words to that effect, were wailed by Messrs. Butterfield, Leonard, Knutson and Ridgley, when "Bert", Operations Manager, politely, but firmly, refused their offers to flight test the overhauled ship

which was described in October CONSOLIDATOR. The Department of Commerce Rule Book specifically restricts student pilots from testing a plane so these students will have to build enough solo time to entitle them to licenses.

The contented grins on the faces of the members, as they convened there for an hour after the last meeting, clearly indicated that the new quarters of the club in the Directors' Room, Chamber of Commerce Building, are a complete success!

Mr. Hunnerman and Mr. Griffiths are working out the details of a party and dance which is being planned for some time this month, to be open to everyone. There will be an orchestra, entertainment, food and drinks.

How would you like to fly a modern ship for half an hour? Too expensive? That's where you're wrong! For 50c you can enjoy this luxury! If interested, contact a regular member and see how "flying at cost" will enable you to do so!!

ANOTHER KNITTER

Rumor has it that Cash Stall is now engaged in knitting a brilliantly colored sweater for his wife. How about it?

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... invades the
low price field

Here November 7th

Mark Hanna

INDIA at C
F. 7557

WEEKLY PRODUCTION MEETING



Back Row—1. Hank Golem, 2. Van Doren, 3. Phil Koenig, 4. Glenn Hotchkiss, 5. Harold Bacon, 6. Al Ambrose, 7. Cass Gurney, 8. Benny Leonard, Second Row—1. Felix Rossoll, 2. Bill Hlobil, 3. Leo Bourdon, 4. Herb Ezard, 5. Jim Kelley, 6. George Young, 7. Jack Mulroy, 8. Jack Thompson, 9. Bert Bowling, 10. Bernie Sheahan. Front Row—Miss Irma Sommers, "Doc" Carpenter, Ralph Oversmith.

FOR PRODUCTION CONFERENCE AT WORK SEE PAGE 28

The boys in the Metal Bench Department wish to extend congratulations and best wishes to Walter Koch, Assistant Foreman, who has been appointed General Foreman in the new Experimental Department. We will be missing you, Walter, and sincerely hope that the harmony and fellowship that was enjoyed here, will attend you in your new department.

(Signed) All The Boys.
By No. 2962.

Harold Van Deman, night hydraulic press operator is now the proud owner of a new (well, ALmost) new American Eagle. Loud noise at the lunch hour is Johnny Miller and Yancy Adams trying to chisel Van out of a little flying time.

As we go to press a dizzily be-decked chariot stands without our window, surrounded by friendly critics. Frank Learman, the proud owner is at the wheel. Yes, it is the first 1937 Chevrolet to be sold in this city. You can always count on Frank to get ahead of the rest.

TERRIBLY MISTAKEN

She: "Now before you start this ride, I want to tell you that I don't smoke, drink or flirt. I visit no way-side inns, and I expect to be home by 10 o'clock."

He: "You're mistaken."

She: "You mean that I do any of those things?"

He: "No, I mean about starting for this ride."

HELP WANTED

If anyone in the plant knows an easy method of removing the top from a newly purchased cocktail shaker, they might contact Bud Farnsworth of the Hull Department, as he should be very much interested. Bud christened a new shaker at the home of Mr. and Mrs. George Schnechner, the night of our picnic. Brawn, not brains, finally won out after a one hour, one fall, battle with the stubborn so and so.

Do you think you could learn in three easy lessons. Bud?

V. O. Castle, Hull 5058.

Along with the other fishing trip stories came one of a trip several weeks past, when three hull department men—Jack Langley, Al Leonard and Ted Meyers—joined a deep-sea expedition. Al Leonard, always the thoughtful one, prepared a large tasty lunch to be consumed personally during the day, while the other two did not anticipate the need of food. But alas, poor Al, alone, became seasick and the lunch was divided between the two remaining.

Jack Bryant, Mrs. Byrant and her brother, F. Williamson, recently enjoyed a pleasant week-end trip to Boulder Dam.

Tex, the Timekeeper.

To the west of dear old Buffalo,

And beyond Chicago too,

Lies the city of San Diego

Where skies are ever blue.

So aircraft builders, seeking home,

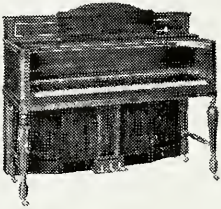
If comfort you pursue.

'Tis a glorious land

With scenery grand,

And just the place for you!

F. C. Weston, No. 866.



NEW PIANOS

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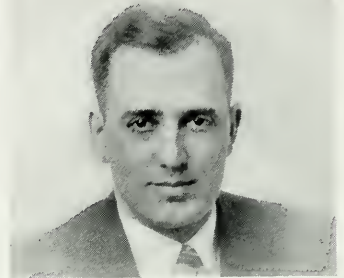
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... NEW DEPARTMENT HEAD

By Bud Waterbury



Walter Koch

ON the eve of his twelfth anniversary with this company, Walter Koch has been made general foreman in charge of all work in our new Experimental Building. A fitting tribute to a score of years devoted to aircraft work.

Born 36 years ago on April 20, 1899, in Elberfeld, Rhineland, Germany. After his graduation from high school, he attended technical high school where he studied mechanical engineering and some vocational subjects in addition to the usual academic studies.

It was in 1923 that he decided to move to the United States and took residence here in August of that year. His first job in this country was with a small weaving concern located in Lockhaven, Pa., where he worked as a mechanic servicing and repairing plant machinery. Several months later found him at the little heard of wood-working shop of O. D. May in Buffalo. This plant was located just behind what was then to be Unit No. 1 of the CONSOLIDATED AIRCRAFT CO. Wood-working and carpenter work did not hold much appeal for Walter Koch as his training had been confined strictly to metal working and the mechanical lines. It was only natural for him to approach Mr. George Newman, Sr., then Factory Manager of CONSOLIDATED for something in the metal working field. On November 16, 1924, he was hired as a bench hand to start work with Dave Wilkinson, who was in charge of the Metal Bench and Machine Shop. The ensuing twelve years have been no snap. There have been times when things looked pretty dark. Many men who had the same start as he, became discouraged and quit, but knowing that nothing could be gained by giving up too easily, he carried on. It was only natural therefore, that he be made a lead man in the Metal Bench Department and he remained so until 1932, when he was made foreman of the Metal Bench Department in Unit No. 4, which was a separate division devoted to the construction of our first production order for Navy Flying Boats of the P2Y-1 type.

In 1934 a general reorganization of factory administration was put into effect which abolished the hitherto used system of having each airplane model constructed in its own factory division. Mr. Koch was made Assistant Foreman of the Metal Bench Department under Mr. Young. An addi-

tional order of 23 P2Y-airplanes were turned out before the company moved to San Diego. He retained this position after the move to San Diego until November 1, 1936, when his new appointment went into effect.

Walter is one of a few men with us today who have worked on every seaplane built by this company; and one of a still smaller group of men who have contributed something to each model built since the company's inception. No small measure of his success is due to the ability to stick to a job right through to the finish. In his dealings with the men working for him, he has earned the reputation of being fair and reasonable in every way and his ability to do almost any metal working job himself commands the respect of his workmen.

When asked what he felt was most needed by young men entering the aviation field today, he stressed the need for technical and vocational training in the aircraft line plus the ability to stick to it and prove their worth. Materials and methods are changing so rapidly, that it is virtually impossible for any person to learn enough about any given phase of aircraft work in just a few months.

During his recreational hours away from the plant, Walter spends most of his time at home with his wife and two daughters. Occasional week-ends find him riding horseback in the mountains or doing some target rifle practice out on the Kearny mesa. Many of his evenings at home are devoted to the study of new processes and developments in the aircraft field taken from the leading technical and trade publications.

Our best wishes go with your new assignment, Walter, and the hope that the future holds much in store for you.

BACHELOR'S FAREWELL

Saturday, October 17, Ray Tuite, Head Timekeeper, and Erma Millar were married. Friday night, before the great event, there was a party at Rupert Pownder's apartment celebrating the event. A keg of beer, cold cuts, cheese, etc., took care of the refreshments and the entertainment took care of itself.

Have you ever seen Whitey Dake talk to those fickle, fickle dice? Or Doug Basore betting disgustedly against a lot of bad hands in an equally fickle blackjack game? Or Ray Tuite with a box of cigars (White Owls) in one hand and a five quart beer in the other, grinning his widest? Or heard Eddie Drews, George Kendall, Dake and Bud Mason, and the others singing in chorus? Or seen Gene, the jeep, asleep on the floor? Or watched Al Bennett catch the matrimonial fever and announce his engagement? If not, ask Joe Porter who was there and saw and heard and will surely be able to give a much clearer account of the bingé than this correspondent.

The party was a success but all missed Bud Deacon, and Tex Catharts, Night Timekeepers, who, because of insurmountable occupational difficulty, were unable to attend.

No. 6119.

WHO WON?

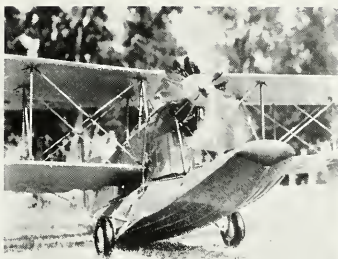
Practical jokers in the Bench Department met their peer last week. A new lad being broken in was running errands and was chosen for the usual wild goose chase—this time for a spiral grindstone. Off he went blissfully, without a requisition, stayed away about an hour, and finally came back empty-handed and apologetic.

The pranksters, scenting fair game, admitted that spiral grindstones were rare, but that there certainly would be one in the Ionizing Department. Off went our hero to find the Ionizing Department (still without a requisition). Soon he came back and with a brand new grindstone.

The boys were really astonished and are still looking for that Ionizing Department. The victim of these jokes was promptly promoted to a job on the benches—as a reward, no doubt, for his great achievement.

No. 6119.

Tom London and wife drove to Santa Cruz recently to visit their daughter, who was recovering from injuries sustained in an automobile accident.



BEN HAMMER MODEL AIRCRAFT

Ben Hammer, of the Wings, spent approximately 900 hours of his spare time in 1934 to build, by the use of factory blueprints, an exact replica of a United States Navy Keystone Observation Plane. The airship, constructed on a 1/8-inch scale was completely equipped with instruments, machine guns, adjustable stabilizer and ailerons, gas and oil tanks and retractable landing gear. It was acclaimed by aviation experts as the most perfect model of its kind ever built.

What is the reason Al Nye of the Carpenter Shop is always humming the song, "Oh! What a Pal is Mary." What about it, Al?—By No. 822.

WE'RE IN THE NAVY NOW

We're sorry to see Jimmy Eisman and Johnny Hauptman leave the organization, but want to congratulate them on their Navy Inspection appointments, and are more than pleased to have them assigned right here at CONSOLIDATED. Best wishes for continued success to you both.

Rudy Wiedner has been transferred to the Welding Department Inspector's position from the Inspection crib. The crib boys hate to see you move but hope you like your new stamping grounds. Good luck, Rudy!

"Judge" Crittenden, the Kite Street Barrister, won his first case in the local courts last week. He defended his pet pooch in an assault charge. Tom's knowledge of Blackstone will carry him far, but close observers of the case noted that the wistful eye of the dog had no little part in swaying the judge's verdict.

The last of October will mark the beginning of happy days for Bertha Jensen of San Diego and Roscoe Lane of the hulls.



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MOBIL OIL

Largest Selling Motor Oil in the World

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Consolidated Employees**

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OF CALIF.**

A Socony Vacuum Company

Steam Heated Rooms

IN A

Fireproof Hotel

Rates from \$20 month up

**Bath with showers--Lounging
and Sun Rooms on top floor
--with Radio, Piano, Reading
and Writing Room**

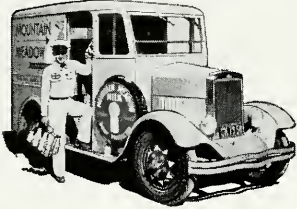


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"MY FELLOW WORKERS"

I am happy to say that my associates in my work for CONSOLIDATED, in short, "are a fine bunch of fellows." We each have our own cares and problems to meet through life. It helps a great deal to mingle with a group of congenial boys who, through a few quips and jokes, depicting a real spirit of friendliness, help a great deal in furthering a spirit of cooperation, thereby increasing the efficiency of this department. The co-operative spirit, in general, between our lead man and the rest of the gang is very much in evidence. It is through this spirit that, even at times when mistakes are made that every effort is made to correct them. We are all working for one purpose in life and I hope that the spirit I so gladly recognize in my department will bear fruit and spread throughout the entire Plant. It sounds good to hear "Hello, Joe," from all the gang in the Night Sheet Metal Department.

Joe Shields, No. 1871.

Congratulations! Mr. and Mrs. Ernest Hodgson celebrated their silver wedding anniversary October 7, 1936.

Davis, No. 1575.

M. Nickel, one of the angle benders in the Wing Department, announces the arrival of a five-pound boy on October 18th. He states that this makes the baby just a penny a pound.

A. Duncan.

Good stuff from The Sawdust Man, No. 1517, received for October issue. Let's have more.

WHEN MATERIAL IS COPIED FROM OTHER SOURCES, PLEASE GIVE CREDIT. OTHERWISE IT CANNOT BE PRINTED.

Famous last words to a stock chaser: "How soon can we have everything?" Overheard one remark that he was going to get a license to carry a gun. Ask Abernathy—he knows!

Shepherd, No. 3455.

We have received a very fine letter from Wasielewski, No. 4063, asking that more space be given to the night crew. Get busy you night owls and submit some copy.

WING LOADING

As mad as Gene Coleman asking very indignantly, "Who's lead man around here anyway?" Gene just celebrated his second wedding anniversary.

OH, MIN!

An A.V.O. (Avoid Verbal Order) came through the other day plainly reading, "Please cut down wood bending block as per verbal orders," signed, Mineah.

Felix Kallis is the proud papa now of a bouncing baby boy who started out in life at seven pounds. It is reported that Rurik Leif Kallis is the young gentleman's name.

"Robby" Robinson of the Tool Room would like to know how to get his name in the CONSOLIDATOR?

Walter Stoy of Tool Design says the way he spells flying is FLY! I? N.G!

WHAT BEESNESS?

Phil Koenig, head of the Tool Department, has had his hand in bee handling as a hobby for a long time. If you get stung, he can tell you what you did wrong, in case you don't know the business.

Norman Davidson.

WE HAVE

I sincerely hope the Editors of this magazine will allot a small space to a group of men who have had to turn about and who, week-end after week-end, gave up a good night's rest just to try to learn.

Like a magnet the word, "Yellow-tail," drew these men together—strangers became friends—friends became pals—lines, leaders, poles, reels, and what not, became daily conversation.

To the writer's knowledge, those who have been successful in bringing Yellowtail or Tuna to gaff are:

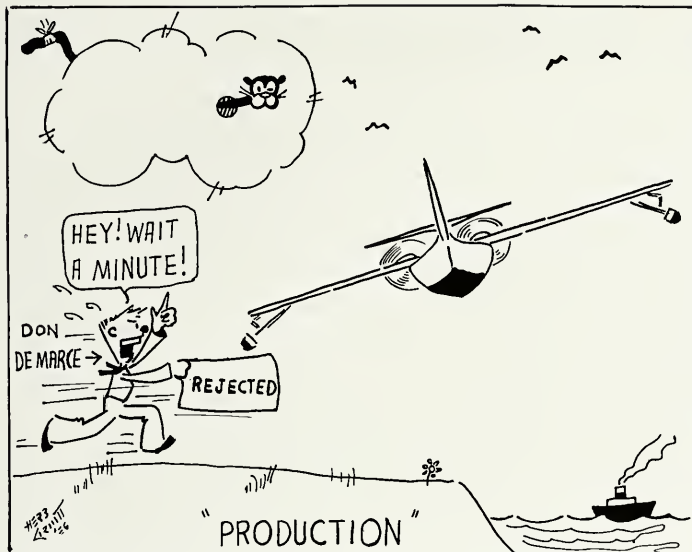
J. Kelley	L. Bourdon
J. Thompson	B. Freakley
R. Oversmith	E. Voelkle
F. Rossell	Dugas
G. Hotchkiss	Wornik
C. Gurney	J. Kirkman
G. Young	A. Baller
B. Coykendall	H. Groland
B. Mussen	C. Bendt
J. Wilkinson	B. Belows
L. Bender	B. Kemp
S. Smith	J. Kaplan
O. Bendt	S. Powell

A. Ambrose

Paul Krieger, Bench Dept.

Shivas has been doing his shivering (swimming to you) at Warner's Hot Springs.

All people interested in organizing a small-bore rifle and gun club are requested to see Dudley Oatman of the Hull Department.



What employee working in the Night Sheet Metal Department thought that C. M. Steel ("Chrome Molly" to you) was an executive of the Company? Page Mr. O'Malley and Abner, please!

Joe Shields, No. 1871.

MUSICIANS, ATTENTION

Much interest is being shown in the possibilities of a CONSOLIDATED Orchestra. If you musicians are interested, drop your names and suggestions into suggestion box. The following have sent in suggestions for this activity—William Plonczak, No. 3041, Jim Keerley, No. 4134, and Griffith, No. 6011.

Parachute jumpers' theme song:

"It don't mean a thing if you don't pull that string."—E. Jackson, 4168.

CONSOLIDATED boys sure get around. At the Insurance Girls' Club dance, held recently at the U. S. Grant, the following, with their respective wives and gals, attended as guests of Miss Helen Clemson:

Johnny Jones
Mel Kruger
Myron Drake
Don Lilly
Johnny Rosmond
Ed Nute
Red Chaplin
Bill Bowlen.

Bowlen, 4312.

Wooster, No. 4253, has a system guaranteed to beat excessive gasoline expense. He rides a bicycle to work. He rides from 43rd and University to the plant, a distance of 6 miles, in about 17 minutes. Observers in automobiles state that his speed approaches 50 miles per hour downhill.

The original hard-luck guy is A. H. Webster of the Wing Department. He planned to be married Saturday, October 31st, but on Friday sprained his back necessitating a slight postponement of the nuptials. The Wing Department joins in wishing him a speedy recovery.

OUT IN FRONT WITH THE LEADING EDGE

Word pictures:

Johnnie Jones: "Who's got any eatin' tobacco?"

Red Gagnon: "Yeah, I know, but—"

"Cope" Copeland: "Up home in Escondido—"

Red Harvey: "Wait 'til I get my Chevie."

Mel Kruger: "Boy! Has she got what it takes?"

Mel Kruger recommends plenty of speed when passing thru El Segundo. Seems that Mel was loafing along wide open thru that section when the "law," in an old Ford, overtook him and issued a summons for "unnecessary obstruction of traffic."

Bowlen, 4312.

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Armor Plate for Airplanes ^{By} D. M. CARPENTER



D. M. Carpenter.

POSSIBLY the majority of our readers have no realization of the fact that hundreds of pounds of armor plate, manufactured in our plant, are being so applied to our airboats as to give them a maximum of protection against their worst enemy; not the bullets from the air force of an invading nation but corrosion. The armor plate—the name is apt, as we'll explain later—is the anodic film of oxide coating produced in the big vats of the anodizing plant. Hundreds of us pass these daily with seldom a glance of passing interest. A little investigation of the subject of anodizing, however, develops more than one item of real interest to those of us who hope to know our industry.

Strange but true, for example, the anodic film is composed chemically of the same material as emery and corundum. These well known abrasives, however, are in crystallized form, whereas the anodic film is amorphous or uncrystallized. Furthermore, just to make the story stranger, we find that even more highly crystallized forms of the same aluminum oxide become rubies and sapphires, second only to the diamond in the list of the world's hardest materials. A prime requisite of armor plate is hardness. Though our anodic film does not equal the hardness of its crystallized family members, it does have certain of their qualities and greatly increased resistance to abrasion over that offered by untreated metal. Hence we feel that the anodic film really serves as an armor plate to protect the metal beneath its coating.

We have intimated that the anodic film is composed of oxide. Oxide, as we all know, is a combination of oxygen with the metal on which it forms. Whenever a piece of aluminum or aluminum alloy is cut or abraded, a thin film of oxide forms instantly over the raw surface. The oxide coating (rust) which forms on unprotected iron and steel surfaces grows thicker and thicker with increased time of exposure until finally nothing but rust is left. The aluminum oxide coating, on the contrary, does not tend to increase in thickness with lapse of time. The natural thin film appears to form an impervious shield to the basic metal, protecting it indefinitely against further attack unless exposed to stronger corrosive mediums than air alone.

When aluminum alloy was first introduced into airplane construction, the natural oxide film, augmented by paint coatings, was the only protection afforded against corrosion. Where the material was sheltered from contact with salt water these measures served satisfactorily. Those portions of seaplanes, however, which were subjected to salt water, either in direct contact or by spray, quickly demonstrated that aluminum was an unsatisfactory material unless better means for protection could be devised.

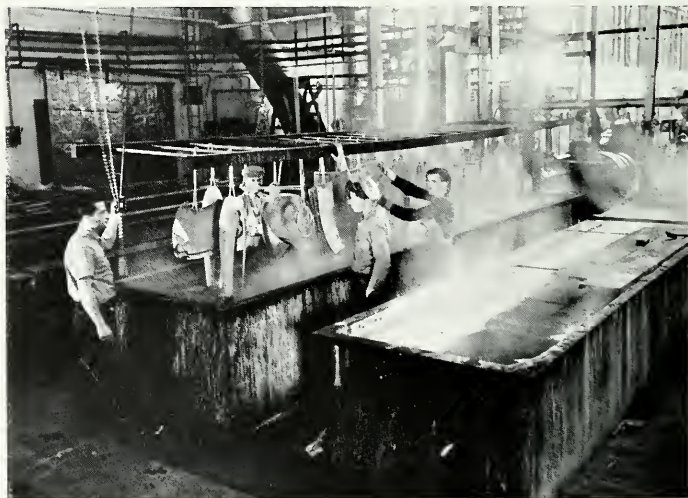
Intensive research was accordingly instituted by those interested in the use of aluminum alloy in aircraft construction. One of the main leads fol-

lowed was that of increasing the thickness of the natural oxide coating which had shown such excellent protective qualities under ordinary conditions. Chemical baths were developed which improved the coating thickness somewhat. Later it was found that passing a current of electricity into the material while immersed in a bath of mild acid solution would cause the oxide coating to increase in thickness. This process, known as anodizing, is in use throughout the entire aeronautical industry today.

Our plant uses a solution of chromic acid, although this is not the only acid suitable for the purpose. The time subjected to treatment, the temperature of the bath, the strength of the acid solution and the current strength used all have a bearing on the quality and thickness of the final coating achieved. These factors have been carefully checked by experiment and are carefully controlled in order to achieve best results.

It might reasonably be supposed that the coating could be built up to any desired thickness by increasing the time of treatment. Unfortunately this is not true. The acid bath tends to dissolve away the exterior of the coating and consequently too long immersion in the bath would weaken the material. Furthermore, as the coating increases in thickness it offers increased resistance to passage of current and

(Continued on page 30)



Anodizing Tanks.

SAY YOU SAW IT IN THE CONSOLIDATOR

Muscle-Powered Aircraft

THE first successful flight of a muscle powered airplane was accomplished in August, 1935, at Frankfurt, Germany. The ship was designed and constructed by two engineers of the Junkers' Airplane Co. of Dessau, Germany, during their spare time, for a prize competition. It is a high wing monoplane constructed along the lines of a high performance glider, with a pusher propeller mounted on a mast, ahead of the pilot. Power is furnished through a chain drive connected to a bicycle pedal arrangement, to which the pilot's feet are strapped.

A prize of about \$1200 was offered in 1933 by the Polytechnic Society of Frankfurt for the first flight by a muscle powered airplane around two pylons 1600 feet apart. This aroused the interest of two Junkers engineers, Herr Haessler and Herr Villinger, and they made theoretical investigations into the possibilities. For 7 months they spent their evenings working on the drawings, which they completed by March, 1935. The construction of the ship was then begun in the workshop of a gliding club. All fittings were made by the engineers of aluminum alloy, in the Junkers experimental building.

After long and hard work, often carried on far into the night, the ship was ready for testing. A glider pilot of exceptional strength and light weight was chosen for test pilot. As the ship was first to be tested in "motorless" flight, all of the members of the stress analysis group in which the two engineers worked offered to help. They served as a crew to stretch out the shock cord, by means of which gliders are launched.

These first flights often ended with some slight damage before all the bugs could be ironed out. Though the tests were not yet completed by the appointed date, they went to Frankfurt with their plane to demonstrate what progress had already been made.

It was required that the pilot must be able to start the ship unaided. The tail was therefore anchored to the ground and the pilot stretched out the four thin shock cords which ran from a hook in the nose of the ship to another anchor about 95 feet ahead. He then entered the narrow cockpit, strapped his feet to the bicycle pedals and when all was ready, released the tail anchor by means of a lever. The ship was catapulted into the air acquiring about 9 feet altitude. The pilot then worked the pedals with all

his strength and succeeded in stretching his glide to about three times the distance he could reach in an ordinary glide. The longest flight accomplished covered 780 feet against a headwind of about 18 feet per second. The experimenters received an encouragement prize in order to enable them to continue with their project.

—From "The Propeller," Jan., 1936.
Published by the Junkers Airplane Co. Translated and adapted by M. W. (Eng. Dept.)

PAGE WATSON

W. J. Knuedler of the Engineering Department is getting his share of ribbing since the last issue of the CONSOLIDATOR. Before it came out he told all the boys about his part in apprehending the pickpocket at the Company picnic. In fact he was the only person to testify against the culprit, but "Melog," star reporter though he is, failed to mention Knuedler in the article. Never mind, Knuedler, you ought to hear the ribbing we've been getting for not publishing an account of a picnic attended by over 200 employees. We had three promises of accounts of that picnic and not a single word did we see when it came time to go to press! Puleeze, ladies and gentlemen, if you hear of a good news item, write it up and hand it in. If we have two accounts of the same happening, that's Duck soup, but with no account at all we're just

VISITORS' COLUMN

Out of over four thousand business visitors calling each month, the following names have been noted:

Rear Admiral A. B. Cook, Comdr. William Nelson, Bureau of Aeronautics, Navy Dept., Washington, D. C.

Mr. E. O. McDonnell, member of Executive Committee, Pan-American Airways, New York City.

Our own Major Leland C. Hurd, formerly Air Corps Representative here, and now serving in similar capacity at North American Aviation, Inglewood, Calif.

Mr. Leslie Hubble, Superintendent of Maintenance, United Airlines, Cheyenne, Wyoming.

Messrs. Paige and Jansen, Curtiss Aeroplane and Motor Corp., Buffalo, N. Y.

Lieut. Comr. George Fairlamb, Inspector of Naval Aircraft, Douglas Company, Santa Monica, Calif.

Mac Short, Chief Engineer, Stearman Airplane Co., Wichita, Kansas. Mr. Frank F. Russell, National Aviation, Inc., New York City. Lieut. Comr. George O. "Rex" Noville, of Byrd trans-polar fame. Mr. Jack Frye, President, Transcontinental & Western Air, Kansas City, Mo.

The following cryptic notation also appears on our official register:

"Name, E. M. To see; La buena Moza de la Casa. Nature of business, Secret."

no good at divining what happened and who was there!

Norman Davidson.



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By K. D. WOOD
Consulting Aero. Eng.

Caltech Blows a Wind for Us

SINCE coming to the coast, CONSOLIDATED has joined Douglas, Northrup, Lockheed and North American Aviation in the use of the wind tunnel at the Guggenheim Aeronautics Laboratory of the California Institute of Technology, which calls itself *Galcit* for short. The wind tunnel staff is organized to do confidential work for various manufacturers, and has equipped itself so that no manufacturer can find out what the others are doing. This is quite a feat of management requiring, for efficient operation, a labyrinth of inter-connecting offices and a graded series of pass-keys in addition to the wind tunnel equipment. One *Galcit* claim to distinction is that of being the world's busiest wind tunnel. This naturally requires that it be also one of the best. The tunnel has been operating 70 hours a week (two shifts) for several years.

The following description of typical work that the *Galcit* tunnel is doing for CONSOLIDATED is thought likely to be of interest to employees of our organization. The pictures really tell the story.

temperatures (120° or more) within a few minutes. The models are constructed of selected hardwood and aluminum castings, and are finished with the same relative accuracy as the full scale airplane. Changes on the model are frequently made of a special kind of wax which can be easily worked and finished off fairly smooth

the Balance and Control Room in operation.

One measure of the usefulness of a tunnel is its nearness to full-scale conditions. The scale of a model test is usually considered to be measured by the product of the chord of the wing of the model and the speed of the air in the tunnel. The greater the size of the model and the higher the speed of air, the more nearly model test results will correspond to flight test results. The commonly used measure of the combined speed and size effects is called Reynolds' Number (RN). The *Galcit* tunnel operates a maximum RN of about 1,600,000, which is about the same as that of the 20-ft. propeller research tunnel of the N.A.C.A. at Langley Field, Va. (in which the maximum air speed is 110 MPH) and only slightly inferior to the NACA



[Ed. Note:—K. D. Wood was formerly assistant Professor of Mechanics and head of the Aeronautics Department of Cornell University, connected with the California Institute of Tech. Aero. Lab., co-author with W. B. Wheatley of "Elementary Aerodynamics," author of "Technical Aerodynamics" and "Airplane Design." He is a consulting engineer for CONSOLIDATED.]

but which melts at about 110° (another reason for keeping the tunnel temperature down). The model is suspended in the tunnel by wires, usually in an inverted position with a view to avoiding the use of excessive counterweights.

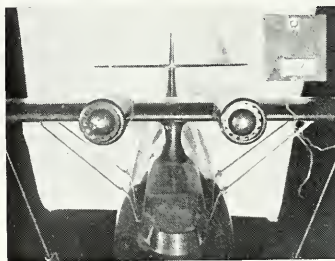


Figure 2.

Figure 2 shows the CONSOLIDATED PBV Model installed in the *Galcit* tunnel. The balances and air speed controls are operated automatically and electrically so that readings can be taken quickly. Figure 3 shows

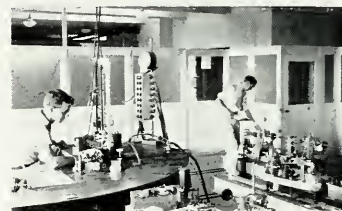


Figure 3.

variable density tunnel and the N.A.C.A. "full scale" tunnel. It is considerably more economical to obtain a large Reynolds' Number by a small tunnel operating at high velocity than by a large tunnel operating at a low velocity.

Because of the high velocities involved and the relatively heavy models (the PBV model weighed about 150 pounds) special precautions must be taken to prevent the models from breaking loose and going down stream and into the propeller. The necessary wire netting to afford complete protection of the propeller would seriously impair the efficiency of the tunnel, so the practice has developed of providing only partial protection in the form of a fence about 2 feet high some 20 feet aft of the model. This has kept the average number of crack-ups to about one a year. For the current year they are at present two ahead of the average (but no CONSOLIDATED models lost as yet). The chief damage resulting from a model or tail surface getting away is that of cracking up the propeller, which costs about a thousand dollars.

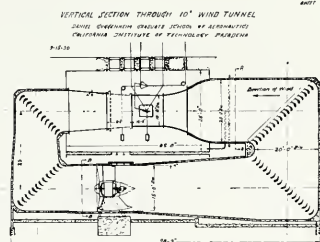


Figure 1.

Figure 1 shows the lay-out (side elevation) of the wind tunnel and equipment, which occupies the entire four floors of the building, but still leaves room in odd corners for a number of smaller wind tunnels, a structures laboratory, drafting rooms, a library and a recitation room. A gale of 200 MPH through the test section of the tunnel is provided by a 500 h.p. motor and a 10-ft. 4-blade propeller. Hollow steel vanes are provided in the wind tunnel where the air flow is deflected, serving the dual purpose of reducing friction losses and keeping the tunnel cool; water circulating through the vanes is cooled by a spray pond on the roof of the building. If the cooling water is not used, the energy supplied to the motor heats the air in the tunnel up to unbearable



Figure 4.

Figure 4 shows the propeller after a model has gone through. In the latest crack-up, which occurred only last month, a model was being tested for aileron control at a low angle of attack. A counterweight turned out to be insufficient and the model started an oscillation which increased in violence to the point where it was torn apart before the model watcher could push the stop button. One wing went out through the observers' window and the tail surfaces jumped the fence, passed between the vanes and went into the propeller, tearing it into little splinters. Each crack-up affords its own lesson and causes some new design feature to be incorporated into the tunnel. No means have yet been obtained, however, for assuring such vigilance on the part of the tunnel workers that no tools will be left in the tunnel before it is started. Minor crack-ups of the last few months include the loss of a yardstick which was made into toothpicks by the propeller, and a putty knife which was very nicely cold-rolled into a round ball without serious damage to the propeller in either case.

Operation of the tunnel is expensive in spite of the fact that the initial cost was paid for by Guggenheim Funds. Engineers generally believe, however, that the tunnel more than pays its way by avoiding far more costly changes on the completed airplane. In the design of control surfaces for example, the results of general NACA tests may be used for preliminary design, but model tests on the particular model seem to be necessary to be sure that there will be no aerodynamic "bugs" for a particular installation.

The tunnel is usually open to visitors at the times of meetings of the scientific and engineering societies in Los Angeles.

"A friend is one who knows all about you and likes you just the same."

Submitted by G. W. B.

FLEETS OVERSEAS By J. G. Derwingson

OF interest to the employees of the CONSOLIDATED AIRCRAFT CORP., is the use to which the equipment they manufacture is put, and the ultimate destination of the product.

It is needless to stress the reputation the products of CONSOLIDATED have made in the past. It is sufficient to mention that leading governments have seen fit to use, as their primary and basic trainers, The FLEET Bi-plane, manufactured by the company in the past at Buffalo and, at present, by the Fleet Aircraft of Canada, Ltd.

The writer has had the pleasure of being associated with the late Mr. Carl A. Nahmmacher, representative of the CONSOLIDATED AIRCRAFT CORP., at Shanghai, China. He will endeavor to bring to print various points which may be of interest to the employees, especially those who have had the opportunity of constructing and assembling these planes at the Buffalo Plant. A thought as to the destination of the planes and by whom and how they would be flown, may have occurred to some of you at the time.

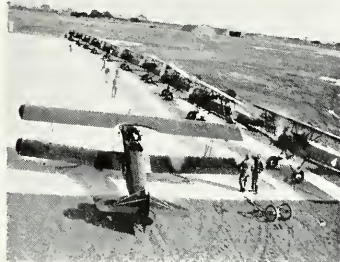
The majority of the planes shipped to China in late '32 and early '33, are flying today and are in A-1 condition. The adverse circumstances experienced in the erection and maintenance of these planes, such as, climatic conditions, outside storage while hangars were under construction and other foreign incidents met with, did not affect the material construction of the planes.

The usual procedure of lifting the crates, containing the planes, from the Trans-Oceanic liners to the "Chinese Junks" for transportation down the Whangpoo River to the docks at Shanghai, always seemed a bit hazardous, due to the shifting of the "Junks" on the rough water. The possible snapping of a crane cable, may have resulted as the Chinese coolie would express himself: "One piece airplane go bottomside liver." We were relieved when the planes were transported some eight miles from the center of Shanghai, to the Hungjao Airport, safely. The methods employed in carting and moving the crates from the trucks appeared sort of crude and primitive, accompanied by the jabbering and yelling of far too many coolies, than were necessary for the job, but they were effective.

The first shipment of thirty FLEETS, were erected and tested by and under the supervision of American

Aviators, attached to the Chinese government in the capacity of instructors. The planes were received in excellent condition after their long haul across the Pacific.

It is hard to visualize and to put into words the exact circumstances met with in the assembling of these planes. The time was shortly after the Sino-Japanese conflict at Shanghai. The airport, which had suffered greatly from bombardment, was by no means a perfect location at which to work. The main hangars had been completely demolished and makeshift hangars constructed of bamboo matting served as a protection from the weather. The sign language afforded a means of communication between the American and Chinese mechanics, when interpreters were not available.



Warming up—Hangchow, China.

Notwithstanding these minor handicaps, the FLEETS were assembled in short order and tests were made.

Upon the completion of the tests and necessary rigging corrections, etc. at Shanghai, the planes were flown to Hangchow, where the present Central Aviation School was then under construction. There the planes were used for training purposes and were met with the hearty approval of the Chinese flyers. The FLEET is today the most widely used training plane in the Orient.

The Central Aviation School is complete in every phase of aviation, having facilities for the proper overhaul, rebuilding and storing the airplanes. A factory adjoins the main field proper, where aircraft building and experimenting is carried on with materials furnished by American aircraft manufacturers.

Under the supervision and coaching of American instructors, the Chinese are taught all the rudiments of flying as well as the complete theory of

(Continued on page 24)

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Machine Shop Drippings

By
Dan Miller, Clerk

During the past month we were happy to welcome into our midst several new men, whose past records show them to be well qualified to hold down their respective jobs.

Palmer, milling machine operator, was formerly foreman of the heat-treating department, of the Wurlitzer Organ Co., of North Tonawanda, and Operator Q6336-7, tells me that Mr. Palmer, with nothing but a cigar box, a broom handle, and some strings, is able to construct a violin that plays with the grandeur of a Stradivarius.

H. E. Camp, burring bench man, has had an interesting record. He made ammeters and voltmeters for Western Electric, models of guns for Winchester Arms, and for the past twelve years has been a watchmaker.

Football season is in full swing and Frank Wallace, tool crib dispenser, is a man we are all proud of. Buffalo employees know well of his victorious teams at North Tonawanda, which won many championships. Incidentally, Frank coached the writer's own high school coach, and no doubt there are many right here in the plant who have played under Frank.

HERE AND THERE

T. G. Painter, turret lathe operator on the second shift is the proud possessor of a commercial aviation mechanic's license. No doubt he can also repair weaving machines, roller skates, tricycles, etc.

Carl Liebig, also on the turret lathes, has been a radio entertainer for three years, and just between friends he is a dead ringer for John Boles.

Anyone living in the vicinity of Spencer Smith should be able to hear him play one of the oldest of all instruments, the zither, which is an accomplishment well worth being proud of.

Congratulations are in order for Mr. and Mrs. E. Fritchell who are now the happy parents of a baby girl who was born October 7, 1936. The men of the night shift were indeed kind in presenting Ed with a beautiful baby carriage.

Harry Miller, turret lathe operator on the first shift, our star bowler, has rolled the highest individual score so far in the bowling league, 277. Come on the rest of you bowlers, let's see you beat that.

FIELD AND STREAM

When it comes to hunting and fishing, ye old Machine Shoppe really can

hold its own against any and all competition.

Bob Williams, lead man for the milling machine, has the reputation of being quite an angler, and I know the trout at both Big Bear and Lake Otay, will verify that statement.

Henry Golem, our foreman, Jimmy Patten, turret lathe lead man, Otto Peterhansel, engine lathe operator, and Jimmy Williams, turret lathe man, are all hunters of the first degree. During the past month, ducks, geese and doves have fallen, literally by the thousands before the booming guns of these huntsmen. According to the stories I have heard about these hunting trips, there must have been plenty of good times had.

Now that we have moving pictures that talk, we wish they had patrons who didn't.

THE CRITIC

Young Bride: "Now dear, what will I get if I cook a dinner like that for you every day this year?"

Hubby: (With emphasis): "My life insurance!"

Charlie Hibert is showing his mother and dad all the sights around San Diego these days. They are here for a six-week's visit, and are enjoying it very much. His dad is Superintendent of the Oakmont Sheet Mill of the Edgewater Steel Company in Pittsburgh and this is his first visit to California.

This is a big month for Charlie, having been appointed to the position of Controller of Heat Treat operations where he will have plenty of opportunity to exercise his ability as a metallurgist. Congratulations, Charlie.

Jerry Schwartz has been appointed clerk in the Inspection Crib. Welcome, Jerry, to our outfit and hope you fill your brother Bernes' shoes, who has been promoted to the Receiving Inspection Department. Good luck to you both.

THE LEADING EDGE

By Elmer Gahlbeck, No. 4432

Mrs. S. Powell has just returned to San Diego after a month's visit to Buffalo and Steve has taken a new lease on life, at least it seems so, as he goes home for lunch every day since she returned.

Plum McCalmont is back on the job after an appendicitis operation. We are certainly glad to have you back, Mac, even though you aren't all here.

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SAY YOU SAW IT IN THE CONSOLIDATOR



"Dave" Hunting for ? ? ?

Will wonders never cease? A perfect tool has been discovered. It works. It suits the foreman. In fact he raves about it! Geo. Young has said tool. Anyone else making such a discovery please notify Tool Design so that we may enter it on our cadmium plated wamjwam plaque.

Many thanks, Geo. Tool Design.

ABSOLUTELY

Patient: "Doctor, are you sure this is pneumonia?" "Sometimes doctors prescribe for pneumonia and the patient dies of something else."

Doctor: (With dignity.) "When I prescribe for pneumonia, you die of pneumonia."

Sam Barone, Hull Dept.

NO SECRETS?

We wonder why Herb Hawthorne, one of our night final assembly boys doesn't confide in Bert Bowling as to his wedding date. We are sure he would keep it a secret. (Ask Sam Silegman. We are sure he could vouch to it.)

Dick Maving, Final Assem.

Ray Paine of the Hull Department after working for CONSOLIDATED for two and a half years, has decided to take a well-earned vacation. He intends to visit his mother in Buffalo. Pleasant trip, Ray.

Thanks to Ernest Holden, No. 1250, for the article received.

INSPECTION NEWS

"Done Up" Browne, the Seattle fashion plate, won 50 more cigarettes on the Lucky Strike Sweepstakes. His winning names were "Light's Out," "You Hit the Spot," and "Goody. Goody." Congratulations.

Bucky "Old 83" Galvin, the Inspection Department Lanny Ross, was observed Saturday last at the Los Angeles Biltmore in company with none other than charming Ginger Rogers. The little offering they presented to those who waited for the sunrise will long be remembered. Bucky, your future is still ahead of you.

William "Snake Hips" Dolan has been transferred from Planning to Rockwell Checker in the Inspection Crib. Hope you enjoy the "Squirrel Cage," Bill, old boy. Keep a sharp lookout for "Sailor" Smitters.

Sights we won't forget:

Jack Horner consuming two dozen large pancakes.

Si Stronski, wearing his glasses on his forehead.

Bowlen, No. 4312.

Don't be surprised when passing through the Hull Department at night, to hear passages from Shakespeare. It's only Chuck O'Malley from the skin plating division.

Eddie Ehlert, No. 5025.

GRAPEVINE GOSSIP

Did anyone notice that passionate shirt of Steve Powell's—on display in Navy Bulkheads and Argentine Bulkheads between 7:30 a. m. and 4:00 p. m. on washday?

Considerable interest has been aroused over the question of why Mineah of Navy Tails has been wearing a nice grey suit for the last three weeks. Probably some culprit stole his swell leather jacket.

F. K. Westphal, No. 4155.

Kendall A. Harris (Sheet Metal) became the proud father of a son last October 15th.

We are informed by the "Beer Baron" Borg of the Sheet Metal Department, that North Park has beer that makes one beefy, bouncing, boisterous and berserk—bologna.

The crowd on the leading edge and bulkheads want to know why O'Brien's ears are so red of late.

R. Seelig, No. 4106.



at the
Sparkling
new★

**U. S. GRANT
Hotel
SIX**

**Convenient
Features
For San Diegans**

- ★ *Coffee Shop*
- ★ *Rendezvous*
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★ \$70,000 worth of new comfort and beauty is yours at the U. S. Grant Hotel, completely renewed inside and out. Why not enjoy the finest in service and convenience at a very low cost!



**U. S. Grant
HOTEL**

**Broadway in the Plaza
SAN DIEGO**

Another Pioneer

By
Larry Boeing



SEATED at the controls of the above 1911 Curtiss Type Pusher Plane, powered with an 8-cylinder, 60 h.p. engine, is our own Josh Wilber.

He and his brother built this plane and barnstormed thruout the Middle West from 1911 to 1913. The plane had many unique features, one of which was a simplified instrument panel that consisted of a magneto cut-out switch.

The throttle could be manipulated on the ground only, but a "finer" adjustment could be made during maneuvers by holding the palm of the hand over the air intake tube.

Maneuvers consisted chiefly of getting the plane, the pilot and the field all at the same place when landing.

All design was determined from Chanute Glider Reports and available newspaper and magazine cuts of early Wright and Curtiss models.

Stress analysis was performed "af-

ter" regular crackups and all "beefing up" was done with a roll of friction tape as close observation of the picture will show.

Location of various units was determined by the "set and try" method and the only "precision" instruments used were a set of scales pilfered from the local ice man.

Early in 1914 Wilber was assigned to the Naval Air Station at Pensacola which consisted at that time of about 20 men, 6 canvas hangars and 6 so-called Seaplanes in various stages of construction or "reconstruction". During his stay there he assisted in the development of the Navy's first catapult arrangement that was built on an old coal barge.

He left to take a position with the Roberts Motor Company, one of the early engine manufacturers, as field service representative and helped many of the "Early Birds" on their engine installations problems.

H. J. Schnaubelt of the Wing Department, was married October 9. He states that he spent his honeymoon swimming in the headwaters of the Sweetwater river. Congratulations, Harold.

E. A. Strohauer, No. 4512, of the Wings, took the leap and married Miss Lucille Spencer of Detroit, November 4th.

Getting married seems to be the thing to do in the Wing Department these days. W. G. Brown, No. 4589, is the latest. He married Dorothy Crawford of Santa Monica.

L. M. Guaranotta, of the Wing Department, is wearing a broad grin these days. Reason: His wife and three children arrived from Buffalo October 25th.

WHO AUTO WHAT?

My old partner was so dumb that he thought a case of auto-intoxication was a drunk driving charge; but I told him there ain't no sech word 'cause auto-intoxication must be where the car is drunk and 'taint possible. Is it?

A DEAR FAMILY

This runs into money said the Buck as he married the Doe but they had a little Fawn on it anyhow.

R. W. Haustein, 4126.

Didja read Charlie Jones' article in last month's CONSOLIDATOR entitled, "The Ground Crew?" Well, read it! Swell, Charlie.

E. W. Scott, 2577.

Bob Lamont would like to impress Bill Beaver that it's 7 up tops and not Chocolate milk tops he saves!

No. 1207.



CAMPBELL for Chevrolet



NOW DELIVERING THE NEW 1937

THE COMPLETE CAR



COMpletely NEW

CAMPBELL CHEVROLET CO.

Franklin 1234

Sixteenth and Broadway

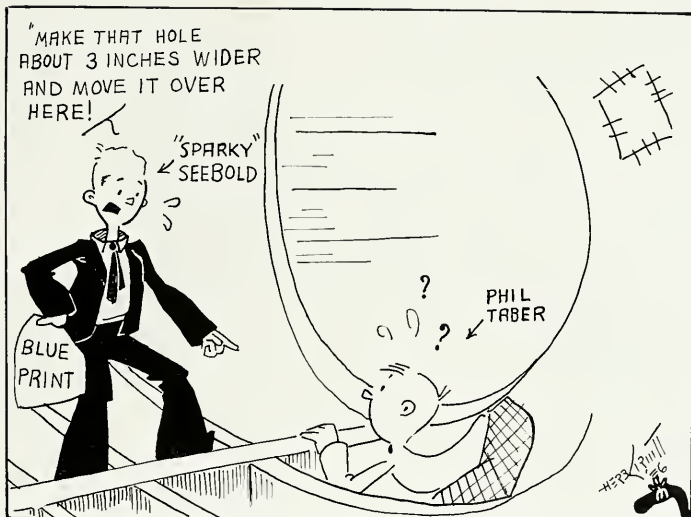
KEN MALTBI—Your Representatives—FRANK MUNSON

SA Y O U S A W I T I N T H E C O N S O L I D A T O R

Smoothing Out the Bumps

By W. B. Wheatley

A most interesting relationship exists between the jolts experienced by passengers riding in airplanes operated in rough air, and the weight of the airplane. With a heavy load the bump is much less severe. In fact when an airplane flying at a given speed strikes a vertical air current of given velocity, the force exerted on the airplane is constant regardless of the gross weight of the airplane, however, this force will cause a displacement of the aircraft inversely proportional to its gross weight. For example, assume an airplane is being flown with a gross weight of 5,000 pounds and strikes a bump which gives a bump factor of 3 g. (4 g. including 1 g. for the weight of the aircraft); now if this same airplane is traveling at the same speed and strikes the same bump, but is loaded to a gross weight of 7,500 pounds, the bump factor will be 2 g. instead of 3 g. (3 g. including 1 g. for the weight of the aircraft). The passengers will get only two-thirds as bad a jolt because they are riding in a more heavily loaded aircraft. The wing load in the case of the airplane being flown at 5,000 pounds gross weight will be 20,000 pounds, while with a 50% increase in gross weight the wing load will increase only 12½%. The wing on such an aircraft would probably be designed to safely stand loads of 30,000 to 35,000



pounds. Thus heavy overloads may be carried in rough air with only a slight reduction in factor of safety. As the force of the bump increases in proportion to the speed of the aircraft, passengers would experience terrific bump accelerations at present high operating speeds if the plane had a light, specific wing loading. Wing loadings are being constantly increased in the quest for increased speeds and more comfort. This means that the landing speeds are increasing, and longer runways are essential for safe operation. Maneuvering factors, unlike bump load factors, do not decrease with increase in specific wing loadings. There is no good reason for violent maneuvering of passenger, cargo or bomber airplanes, and

such flying must be avoided with heavy loads. Rough air, on the other hand should not cause any worry.

Elmer Gahlbeck, lead man of the leading edges, has returned to work after a month's sojourn in the hospital.

The latest from the Tail Department is one C. R. who was very much upset about someone kinking his electric motor wire. On asking about his trouble I was informed that since his wire was kinked his motor would not run. E. Jackson, No. 4168.

"To make a friend, be one." R. S. Watt.

BAY CITY MARKET

711 Fifth Ave. at G St.

Established 1885

Owned and operated by YOUNG'S MARKET CO.

Make us Headquarters for your Thanksgiving supplies. We will have a wonderful assortment of Fancy Turkeys, as well as Ducks, Geese, Roasters and Fowls.

We carry a complete line of:
Meats, Fish and Poultry
Fruits and Vegetables
Imported and Domestic Groceries
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FREE PARKING SERVICE--You will find shopping a pleasure when you use our free parking lot at 6th Ave. and G St.

For Home Delivery **TOMORROW** call Franklin 3131 **TODAY**
We solicit 30-day accounts. Just see Mr. Hughes

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11 years at 1060 16th Near C
WE HAVE 50 USED CARS AT
\$25 to \$700

We Carry Your Contract.
We Appreciate Your Business.
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Give your car
the benefit of
America's favor-
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oil... At your
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Completely Furnished Cottages

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\$5.00 PER WEEK
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We are carrying for Con-
solidated Aircraft em-
ployees a very large stock
of Quality Hand Tools;
*the kind your neighbor at
the plant uses.*

Manufactured by Starrett,
Plaub, Crescent, Wiss and
Kennedy Tool Chests.

See our display each Friday at
your plant. Our store is con-
veniently located at 1133 Colum-
bia street. Open until 5:30 p. m.
week days. We offer you Quality
Merchandise at fair prices.

Motor Hardware & Equipment Co.

1125-47 Columbia
San Diego, Calif.
Phone, Main 0115

GUESS WHO?



Now it is understood why Al
Clarke of Hulls was looking so long
at a baby layette display in a store
window a while ago. Happy landings
Dr. Stork.

Dave Burnett's Midget Racer is
about ready for the race track, accord-
ing to latest reports. Good luck, Dave.

A young man on nights from the
prune country, who wears a spoon
around his wrist, has the boys a-guess-
ing. Not a fad? Just a love story, eh,
Dick?

C. Grodale, No. 5141.

Jack Whitman, Planning Depart-
ment, advised Bob Mussen who wears
one of those dark blue shirts and a
yellow tie, that it is bad taste. And
behold the next A. M. in struts Jack
with a dark blue shirt and a yellow tie
with red dots. "Melog."

Lloyd "Honey Chile" Stiener, the
Dixie Tornado, has given up his radio
career and is now handling the clerical
end of the Receiving Inspection De-
partment.

Welcome to our "sho enuf" air-
plane outfit and hope "you're a fixin'"
to stay with us for a "heap o' time."
Larry.

Gordon "Bud" Mason has been
transferred from Timekeeping Depart-
ment to Rockwell Checker in the
"Squirrel Cage." Congratulations!
Larry.

Thanks for the Copy Chips (834
Arthur Hubbard). Let's have some
more.

"Mac" Magee, of the accounting
department has just returned after an
enforced vacation due to sickness.
Glad to see you back "Mac."

Al Bennett, of the Timekeeping
Department, whose engagement was
announced elsewhere in this issue took
the leap at Yuma, Saturday, Novem-
ber 7th. Congratulations, Al.

One of the "Red Headed" riveters
by the name of Dwight Sykes, No.
4087, in the Wing Department, was
surprised Monday night when several
friends had a party in honor of his
twenty-fourth birthday. (Perhaps we
shouldn't have told your age,
Dwight?) Those present were Mr.
and Mrs. Charles Seifert, Mr. and Mrs.
Dwight Sykes, Mr. and Mrs. Martin
De Haan and Mr. and Mrs. Al Simo-
neaux.

M. De Haan, 4208.

Shepherd, No. 3455 spotted a sign
on a grocery store on University
which read, "Fresh Fish, Walk in."

COMPLETE RE-OPENING

—about DECEMBER 1st

(Watch the daily newspapers for further details)

A NEW and GREATER

SALE
NOW

at the
BROADWAY
STORE
where there was
no fire!

Whitney's
DEPARTMENT STORE
Fifth • Broadway • Sixth

"Sport News" From Inspection Crib

"One Punch" O'Brien is picking up plenty nickels these days giving private lessons in the manly art.

By passing up on the Marquis of Queensberry rules and getting down to brass tacks he has put many of his proteges in position to go out after bear in record time. See him for any further particulars.

"CONSOLIDAIR" probably boasts of a better array of College Athletes than any similar organization anywhere. Among the stars are, "Sailor" Smitters of U.C.L.A. fame, Frankie "Dynamite" Jones of Michigan State; "Bucky" Galvin of Cornell, Chuck Hibert of Detroit "U" and Ernie "Toughy" Johnson of Tennessee, all pigskin warriors.

"Smiling" Ed McClary was wrestling champ at Harvard, as was "Judge" Crittender at Oregon State and Russ "Hulls" Kern at U. of Buffalo.

Sam "Bantam" Jarvis, Ping-Ponged his way thru New Rochelle House for Adolescent Boys.

A. H. "Four Spades" Schuyler, was Bridge Champ at dear old Lehigh and it's a poor month that he doesn't take the La Jolla "Brain Trust" for at least the house rent.

There are many more scattered thruout the organization and let's hear more about them.

Belmont Hamilton, night hawker in the Sheet Department, tells this one.

Two screw balls were riding aloft in a plane at 15,000 feet. One of the nuts grew fidgety.

"I think I am going to jump out of the plane," he told his companion. "I feel crippled in here."

"Better take a parachute with you," advised the other man.

"Aw," grunted the first nut, "what do I want with a parachute?"

The second nut wagged a finger, "Don't be silly," he cautioned, "can't you see it's raining outside?"

"No rest for the wickett," say the Night Welders to the No. 1 man of that scorching good crew

A warm bunch that outfit.

Mrs. Lee Shannon, wife of our night hawker wingman, recently returned from a two weeks' visit to Cheyenne. "At last I get a real meal," smiles Lee.

How to Go On the Wagon in One Lesson

I had 12 bottles of whiskey in my cellar and my wife told me to empty them down the sink, or else.

This is what happened:

I pulled the cork from the first bottle and poured the contents down the sink, with the exception of one glass which I drank.

I extracted the cork from the second bottle and did likewise, with the exception of one glass which I drank.

I then withdrew the cork from the third bottle and emptied the good old booze down the sink, except one glass which I drank.

I pulled the cork from the fourth sink, and poured the bottle down the glass, which I drank.

I pulled the bottle from the cork of the next drink and drank one sink out of it, and poured the rest down the glass.

I pulled the sink out of the next glass, and poured the cork down the bottle.

I pulled the next cork out of my throat and poured the sink down the bottle and drank the glass.

Then I corked the sink with the glass, bottled the drink and drank the pour.

When I had everything emptied, I steadied the house with one hand, counted the bottles and corks, which added up to 29.

To be sure, I counted them again as they came by, and this time I had 74.

And, as the house came by, I counted them the third time, and finally I had all the houses, bottles, corks and glasses counted, except one house and one bottle, which I drank.

It was all my wife's fault.

Submitted by A. A. Hutter,
Sheet Metal. Clipped from the
Buffalo "Bugle."

Heard several of the ladies at the dance expressing a desire for some of the old-time dances. How about an old timer's club, old-time dance parties, etc.? Age limit one to one hundred. Let's hear from you.

J. C. Palmer, Tool Room.

7 SACKS FOR \$1.00

Select Dry Oak and Pine Mixed

Firewood Cut to Stove Lengths. Purchasers to furnish and fill own sacks or small deposit on sacks if furnished. Sacks to be standard potato sacks.

You may load your car or truck for
50 cubic feet loose

De Luxe Wood & Disposal Co.

121 N. 35th St., just off Imperial Main 6972

Good Food at
Moderate Prices

Open Sundays
and Holidays

Morgan's Cafeteria

1047-1049 Sixth Ave.

Between Broadway and C St., San Diego

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DIAMOND SETTER

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and Elm Street

The Mortuary
of Thoughtful
Service and
Beautiful Music

Highest type of
Funerals at the
Lowest possible
cost

Terms to meet the
requirements of each
individual family . . .

With the Night Hawks

By B. W. Simmons,
Night Wings

Moonlight may be the time for romance, but the Night Hawks manage to keep little Dan Cupid busy under the warm rays of Old Sol's liquid sunshine.

Night Hawker Geo. Palmer (Tail Surfer) convinced Miss Eugenia Williams of San Diego, that he was just the man for her.

The couple were married at the home of the bride's parents, Saturday, October 24th, and honeymooned in Pasadena.

The night wingmen presented the couple with a pottery set.

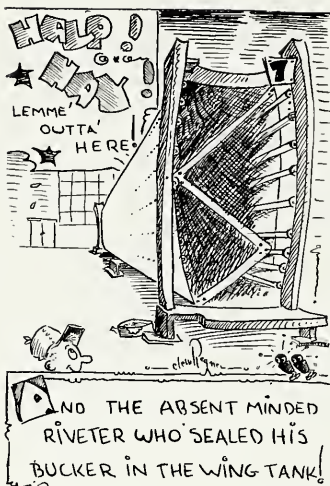
Bill Buby, Night Hawk Tail Surfer, announces his coming marriage to Miss Mary Mortz of San Diego.

The couple will be united Thanksgiving day at St. Patrick's church.

Two young maidens at the CONSOLIDATED picnic were watching Ross Dilling, Night Hawk Paint Shop foreman, cavorting around in the surf.

"My," says one, "Isn't he the chubby little fellow?"

"Yeah, man!" says the other, "He certainly packs his trunks."



"Give a hull man an inch and he will measure it," says Frank Popp, No. one bottoms-up man from the Hull Department.

Harold Vandeman, Night Lake Erie squeeze operator, recently experienced the thrill of soloing in his own ship.

FLEETS OVERSEAS

(Continued from page 17)

airplane construction. The Chinese Flyers are given all primary and basic training in the FLEET and upon completing the specific requirements are advanced to larger and faster planes.

The progress of Aviation in China is amazing and the Chinese deserve a great deal of credit for the rapid strides made in this industry. Airlines are incorporated to many of the interior ports, thus eliminating months of travel by boat and donkey as has been heretofore the case. With the continued progress of Aviation in China, we hope the future will find the Chinese Navy equipped with some of CONSOLIDATED'S Flying Boats.

"Who are the two prominent happy-go-lucky secretaries who came back to work one recent afternoon laden down with gardenias—wonder what their secret of success happens to be?"
No. 649.

Al Young, one of the boys on the X boat has always claimed that two could live as cheaply as one. He decided to prove it by getting married. Congratulations, Al!



"SPECIAL" KADETTE RADIO

"CHECK THESE PRICES"

\$10.80--Model 41 covers entire broadcast band, 550 to 1600 kilocycles.

\$12.95--Model E L-41 covers weather broadcast and regular band.

Consult our Catalog 12 for details.

PACIFIC AIRMOTIVE CORP., Ltd.

UNION AIR TERMINAL
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SAN FRANCISCO AIRPORT
South San Francisco

YOU CAN'T TELL THE DIFFERENCE BETWEEN

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by looking at the outside cover. Some toadstools look better than real mushrooms. *The poison is inside* and resembles the limited coverage provided by more numerous exclusions in many cut-rate policies. This costly difference is found when an accident occurs.



PAUL WOLCOTT, PRESIDENT

SALMONS & WOLCOTT CO.

INSURANCE • SURETY BONDS

Phone F-5141

316 San Diego Trust & Savings Building

Don't Get Gyped!

It isn't necessary to get stung every time you turn around. You don't have to fall for every stranger who tries to talk you out of your hard-earned money. That is you don't have to unless you are the kind of fellow who really enjoys getting stung.

In San Diego and in most other cities in the United States there are institutions known as Better Business Bureaus. These Bureaus are established for the purpose of protecting the public, and that means you, from unethical and dishonest business practices. And that service is furnished without any charge or obligation. It is done to make it tough for the crook and better for the legitimate business man who really wants to do the right thing.

There are countless dishonest schemes, designed especially to take your money. They are built up to sound so attractive and interesting that you will gladly hand over your cash to a stranger and feel glad you got the

opportunity, that is, until you learn the sad truth, that the whole story was false and the stranger another crook.

Just before you decide to invest in some such proposition, phone the Better Business Bureau. You may be surprised how much information they may have on just what you are interested in.

It is possible to take each letter of the alphabet and list from one to a dozen gyp schemes that would come under that heading. Just for instance in the A's, we have Advance fee schemes and thousands of Advertising schemes. In the B's are Book selling schemes and Business opportunity frauds. In the C's we find Charity solicitations, Cash Bond schemes, Collection agency slickers, Coupon Books, Civil Service School frauds, Correspondence Schools and Copyright frauds.

This could go on until you got tired of reading. You would probably forget the most of it but there is one thing to remember. That one thing is that the Better Business is most anxious to protect you and to furnish

you information which will enable you to keep out of the hands of the slickers.

To help you remember this the CONSOLIDATOR is giving the Better Business Bureau some free space in your magazine. This is a small display advertisement. It will remind you that you and your family are welcome to call at the Bureau office or on the telephone whenever there is any doubt about any business proposition.

Then there is another matter, perhaps of considerable importance. Every inquiry or complaint made to the Bureau is held confidential. If you ask them about some loan broker or anything you wouldn't care to have known to the wide world, just remember that it is your business and their business but no one else's.

That brings up the matter of complaints. San Diego merchants are as a rule fair and square, but occasionally if you find one who isn't willing to treat you fairly, just tell the Better Business Bureau your story.

Remember, there is no charge or obligation of any kind.

Sears, Roebuck and Co.

6th Avenue and C Street

San Diego

Chambray Work Shirts

57¢
ea.

Reg. 79c value. Full cut. Reinforced front, double yoke back. Broaced all around shoulders, under arms. Med. blue. 14½ to 17.

Covert Work Shirts

75¢
ea.

Sanforized, 100% shrink-proof. Full cut. Triple stitched main seams. Two button-down flap pockets. Blue, gray or tan. 14½ to 17.



Men's Overall Pants

\$1.19 Value

Sanforized, 8-oz. white back blue denim—copper riveted. Back strap. 2 front, hip and 1 rule pocket, hammer loop. 30 to 44-in. waist.

98¢

Everything for the Family, Home and Car
at Lowest Possible Prices—Save at Sears

Tools You'll Be Needing ... at Sears Low Prices

- Machinists' Tool Box, 8 drawers. Locks.....\$6.75
- Hip-roof Tool Box, tote tray, 18½x7x9 in.....\$2.98
- Spill-Proof Tool Chest, lock, 14x6½x6 in.....\$1.19
- 11-in. Hand Drill, 3-jaw chuck, geared.....69c
- Merit Feeler Gauge, 10 leaves, 3-in. rule.....39c
- Calipers and Dividers, tempered steel, 4-in.....70c
- Craftsman Comb. Square and Protractor, 12-in. blade.....\$4.95. Merit Square, (12-in.).....98c
- Craftsman Diagonal Cutters, 5-in..\$1.29; 6-in..\$1.49
- Merit Thin Nose, Slip Joint Pliers, only.....29c
- Craftsman Ball Pein Hammers, 4, 6, 8, 12-oz. Ea.....59c
- Craftsman Hack Saws, fine quality.....59c
- Combination Snips, crucible steel blades.....95c
- Steel Plumb Bob, 4 or 8-oz. wt.....19c
- 5-Pc. Punch & Chisel Set, vanadium steel.....69c
- Ratchet Screw Driver, 5-in. blade.....25c
- Special Mechanics' Rawhide Mallet.....95c
- Curved Tin Snips, 7-in.....\$1.10; 12¾-in.....\$1.80
- Cold Chisels, ¾-in.....25c; 1¼-in.....20c
- Craftsman Steel Rule, flexible, 6-in.....70c
- Craftsman Golden Rule, ½-in. x 6-ft. steel.....59c
- 6-in Flex Rule, handy, accurate. Ea.....20c

Sears, Roebuck and Co.

6th Avenue and C Street

San Diego



By Cash Stall

Bowling, the current major sport, is off to a great start: the Eagles, Owls, and Hawks, have all spread their wings and are flying steadily towards the distant championship goals.

The committee on bowling and all of the team captains met jointly on November 2. In attendance were the following: Drews, H. Miller, Scha-

frick, Kimble, S. Gardner, M. Brooks, Dew, Klingenmeier, J. Friel, Braun, M. Weber, J. Stark, Garrett, Duffy, A. Kerns, Deardorff, Senn, G. Henry, McKune, Emrick and D. Frye.

It was unanimously decided that the three-quarter handicap would be retained in all matches.

The subject of bowling etiquette was discussed and all captains were urged to demand its observance.

Turkeys will be awarded as prizes during Thanksgiving week. The highest score in each league, based on a handicap, will win a turkey.

The standings of the CONSOLIDATED AIRCRAFT Leagues:

CONSOLIDATED Eagles:

	W.	L.
Wood Shop	12	4
Welding	12	4
Maintenance	10	6
Final Assembly	9	7
Engineering	8	8
Sheet Metal	5	11
Tool Room	5	11
Stock Room	3	13

CONSOLIDATED Owls:

Wing	11	5
Hull	10	6
Sheet Metal	9	7
Welding	9	7
Paint Shop	8	8
Final Assembly	7	9
Tool Room	5	11
Spar	5	11

CONSOLIDATED Hawks:

Hull	10	2
Wing	7	5
Paint Shop	7	5
Inspection	6	6
Office	6	6
Draw Bench	5	7
Metal Bench	4	8
Machine Shop	3	9

Eddie Jones, Frank Cary, Bill Groat, Frank Meer and Harvey Muck constitute the Bowling team. "The Five Mucks." The team is near the top in the 850 Handicap League.

Caldwell's Retreaders are supported in the Major League by five CONSOLIDATED AIRCRAFT employees, namely Frank Meer, Eddie Jones, Ernie Springer, Frank Cary and Al Nelson.

MOUNTAIN CLIMBING

Anyone interested in mountain climbing? During the winter months several easy climbs will be made week-ends up nearby peaks in Mexico and the San Bernardinos of Southern California.

All you need is a pair of high boots, knapsack and good lungs.

See Kern in the Hull Department for further information.

No. 1003.

Al. Ambrose, foreman Tank Department, has now got a motor for his boat. Speak up boys for the fishing trips.

SPECIAL OFFER FOR

BOWLING BEGINNERS

If you're a Beginner, this card good for your First game FREE . . . FREE Instructions. FREE Instruction Book for Beginners. Come in--don't be bashful--we will teach you how to play. Bring your friends and have a thrilling time.

Sunshine Bowling Alleys

624 Broadway

San Diego

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Offer you quick and reliable Escrow and Title Service

To Purchasers of Real Estate:

The words "title insurance" imply protection. Our policies insure the validity of your titles, thereby assuring peace of mind after making your investments in real estate.

For over fifty years this company has been issuing land titles.

It will be the pleasure of our experts to advise you.

For your convenience park your car, at our expense, at the Hi Ho Garage, 1040 First Ave.

UNION TITLE INSURANCE CO.

1028 SECOND AVENUE

SAN DIEGO, CALIFORNIA

JAMES D. FORWARD, Pres.

IN "UNION" THERE IS STRENGTH

GOLF

The Timekeepers will have some tall explaining to do as a result of their recent non-appearance on the local golf course. After having stated, in the first issue, that they had "white-washed" the Hull Department golfers, they were promptly challenged by the highly indignant Hullers and duly picked up the gauntlet.

However, when the battle was about to be staged, the various members of the Timekeepers' Team suddenly remembered important engagements and, as a result, the fairways are still in excellent condition. The Hull Team, Doig, Doerr and Zamiska, were there raring to go but only Cash Stall of the opponents showed up. An enjoyable game ensued and Cash had the pleasure of beating a member of the Hull Department who hails from the land where golf originated. However, we suspect that the Hull man did not try too hard as he did not want Cash to get discouraged and thus jeopardize the possibility of the match ever taking place.

We still have hopes that the Timekeepers will muster sufficient courage to substantiate their statements.

Hull Department Golf Team,
H. H. Abbott.

SOCCER

For the last three Sundays the Soccer Club has been working out at Navy Field. The team is fast rounding into shape. A general improvement in speed and teamwork is to be noted as a result of this practice. Several new players have joined the club and, for this reason, practice will be continued for three more weeks. At the conclusion of this practice period the first game will be played. The opponents will be the German S. C. who have a first-class club and promise to provide plenty of opposition.

At this time we are considering entering the Southern California Soccer League and are looking forward to having one of the best teams in this competition.

The club is composed entirely of CONSOLIDATED AIRCRAFT CORPORATION employees, so let's give the team our hearty support. Any one interested in a tryout may report every Sunday, 10 a. m., at Navy Field, foot of Fifth Avenue.

C. Clarke, No. 723.

Tool Designer "Wes" Kline had an argument over a parking lot with a neighbor. He claims he won, but now the boys are in a quandary over the report that he is moving!

The Dogs of Istanbul † †

SCENE: Small Coffee Shop in Es-kisher (interior of Turkey).

Omer Bey, Turkish agent for CONSOLIDATED AIRCRAFT, and a CONSOLIDATED factory representative are having a friendly chat over several cups of Turkish coffee. Omer Bey is smoking a hubble-bubble pipe. He doesn't seem to like it very well. The C. F. R. is taking a few drags off the hubble-bubble pipe and looks rather pale. Across the narrow street some storks are making nests in the chimneys.

C.F.R.: Omer Bey, it seems to me it is rather dumb for those storks to make nests in chimneys. What if the people, who live in those houses, decide to cook supper? When they build a fire the storks' nests will be burned up.

O.B.: They will not build a fire while a stork has a nest in their chimney. It is considered good luck in Turkey to have a stork build a nest in one's chimney.

C.F.R.: Not so in America. If a

[(Continued on page 29)]



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rooms.
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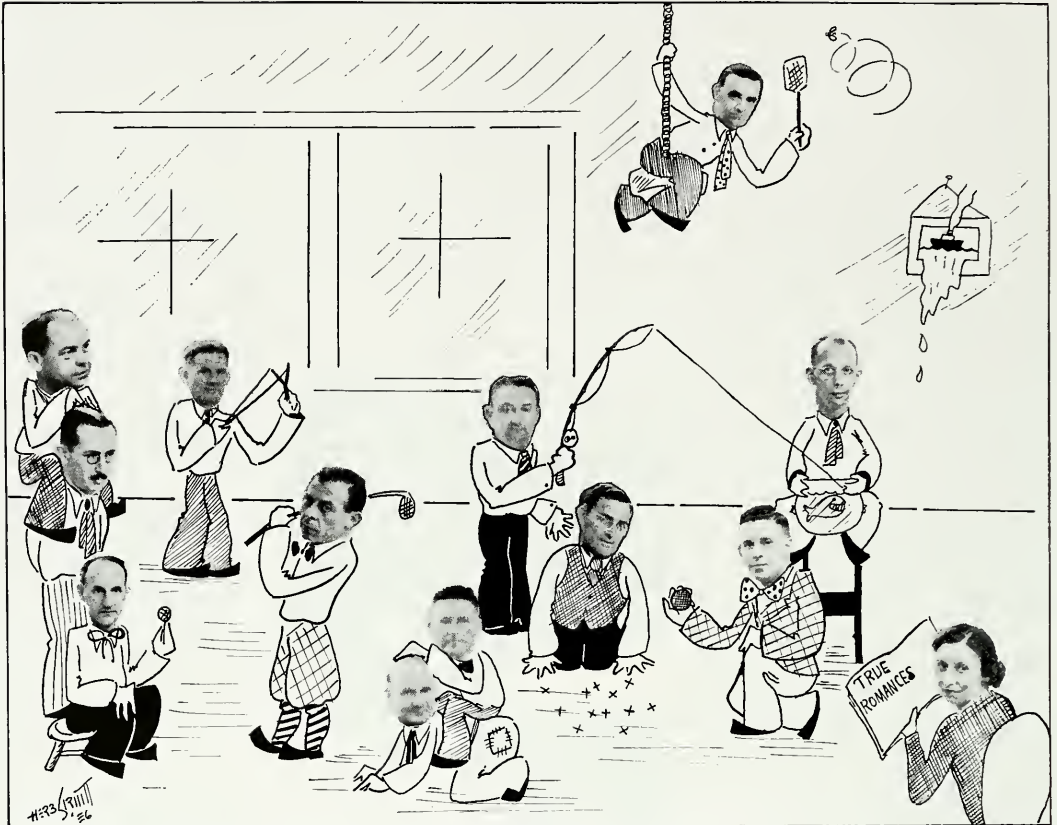
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A DOG'S PRAYER

Oh, Lord of humans, make my master faithful to his fellowmen as I am to him. Grant that he may be devoted to his friends and family as I am to him. May he be open-faced and undeceptive as I am; may he be true to trust reposed in him as I am to his.

Give him a face cheerful like unto my wagging tail; give him a spirit of gratitude like unto my licking tongue. Fill him with patience like unto mine that awaits his footsteps uncomplainingly for hours; fill him with my watchfulness, my courage, and my readiness to sacrifice comfort or life. Keep him always young in heart and crowded with the spirit of play even as I. Make him as good a man as I am a dog, make him worthy of me, his dog.

No. 1871.

THE DOGS OF ISTANBUL

(Continued from page 27)

stork built a nest in a chimney of one of our large buildings in America, half of the female occupants would have the jitters and, very likely, several males would leave town.

O.B.: We Turks get rather bored, hearing you brag about your big buildings in America, and besides what are the jitters?

C.F.R.: The other day when you and I were riding through Istanbul in a taxi at a reckless speed, I noticed that the taxi-cab driver didn't pay much attention to the pedestrians. However, once when a dog ran out in front of the car the driver put on his brakes and did all kinds of maneuvers in order to avoid hitting the dog. Why is that?

O.B.: Cor-Don Bey, you ask many questions. However, if you must know, it is against the Mohammedan religion to kill a dog or a cat.

C.F.R.: But I thought the Turks, under the able leadership of Kemal Pasha (Attaturk), were free to believe in any religion they desire.

O.B.: That is true, effendi. However, any intelligent person would realize that the majority of the people in a country, whose subjects had been under Mohammedan rule for centuries, would cling to the Mohammedan belief even though they were free to believe in any religion.

C.F.R.: I understand that not so many years ago Istanbul was over-run by dogs, which were in a semi-wild state. How did they get rid of these dogs?

O.B.: It is true that some years ago there were thousands and thousands of dogs in Istanbul. These animals had multiplied for years and due to religious belief, there was no method available to dispose of them. It finally became a serious problem. These dogs formed in packs with leaders and would go out at night in search of food. Food in those days was rather scarce. These dogs carried on organized battles. It was a case of dog eat dog; people were in danger when walking the streets at night. The Government finally called in a foreign expert, who agreed to rid the city of these half-wild animals. This expert did not ask any pay for the job as he expected to use the dogs for fertilizer. When this plan was announced a great howl came up from the people. Such a procedure was against their religion. So strong was the protest that the plan was abandoned. Another foreign expert was called. For a rather handsome sum he offered to rid the city of its menace without killing a single dog. This plan met with immediate approval. Subsequently, boat

loads of dogs were seen leaving Istanbul. They were transferred to a small, barren island in the Sea of Marmara, near the Island of Prinkipo. This small, barren island of rock formation has no vegetation and very little fresh water is available. As the dogs were landed on this island it became a battle for the survival of the fittest. The battle raged for weeks on end. It is said

that finally one lone dog stood feebly among the piles of bone, bayed at the moon, rolled over and died.

LATER: Flying from Eskisher to Istanbul over the Sea of Marmara, a note from Omer Bey to C.F.R.: "That small island ahead—if you will fly down low over Dog Island you will be able to see the white bones."

THE END.

Gem.



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Armor Plate for Airplanes

(Continued from page 14)

consequently the rate of growth of the oxide film is slowed down. A balance between rate of growth and rate of dissolving away is soon struck, thus limiting the possible thickness of film to something on the order of one-thousandth of an inch. A matter of further interest is that the material, in changing from aluminum to aluminum oxide, increases in volume by approximately one-third. This is of small moment when considering a film only one-thousandth of an inch in thickness, but probably makes up for any slight loss of material due to dissolving by the acid so that the thickness dimensions before and after treatment will be identical within ordinary methods of measurement.

Upon completion of the anodic treatment all material is thoroughly washed in fresh water, thereafter being air dried. Further results the priming coat of paint should be applied immediately after drying. This brings out one more point of interest in the production of our armor plate. Endless difficulty has been encountered in achieving satisfactory adhesion of paint to aluminum surfaces subject to adverse service conditions. The anodic film solved this problem, along with several others. It seems to have excellent absorbent qualities, providing a surface to which paint will adhere strongly. This characteristic has been especially important for bottoms of



AND THEN WE HAVE THE
GUY IN THE HULL DEPT.
WHO KILLED TIME BY
WORKING IT TO DEATH!!

seaplane hulls and floats subject to continuous immersion in salt water.

Next time you pass the anodizing plant, think of the following points of interest: (1) Anodizing cleans material thoroughly, thus preparing for paint even if no other virtues were involved. (2) Anodizing makes a surface which is absorbent and thus provides a surface to which paint adheres strongly. (3) Anodizing provides a surface superior to natural oxide film conditions from the standpoint of thickness, hardness and consequent resistance to wear and abrasion. It is not imperative for unimportant parts in protected locations. For parts subjected to severe corrosive conditions it provides the best protection known to date. It actually does provide a veritable armor plate for airplanes.

TANK DEPARTMENT

They say that since John Clark, Tank Department, overhauled his motorcycle, it sounds like a Twin—or does it? Bill B., 2379.

Albert "Abe" Hake, night nurse to the rivet machine, has persuaded Miss Marcelene Beber, of Ft. Wayne, Ind., to name Thanksgiving as "the day." Congratulations, Abe!

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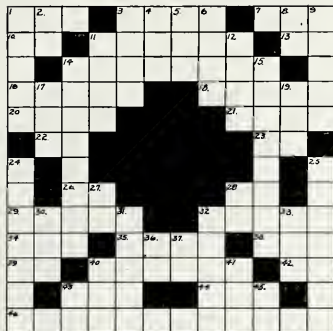
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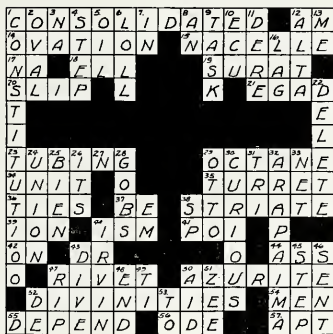
CROSSWORD PUZZLE



MRS. C. F. McCABE

- HORIZONTAL**
- Vertical Stabilizer.
 - Units of Work.
 - Gaseous Substance.
 - Ahead.
 - Negro.
 - Prefix.
 - End Support.
 - Inventor.
 - Musical Magazine.
 - Slang for Blow.
 - Presently.
 - Notary Public (Abb.).
 - Jim Hills Pride (Abb.).
 - Part of to be.
 - Preposition.
 - Sudden Fear.
 - Landscape.
 - On the Top.
 - Born.
 - Right (Abb.).
 - Breathed Noisily.
 - European Nation (Abb.).
 - Temper.
 - Fish.
 - What we are all proud of.
- VERTICAL**
- Jigs.
 - Among.
 - One of Great Lakes.
 - Religion (Abb.).
 - Political Party.
 - Astringent Fruit.
 - Used in Footnotes (Abb.).
 - Read.
 - Throw.
 - Part of to be (Sp.).
 - Harness.
 - Metallic Element.
 - Acknowledge.
 - River in Russia.
 - Generalizing from Limited Facts.
 - Scold.
 - Musical Note.
 - One of the Biggest Pests in Calif.
 - Division of a Poem.
 - One of PEY-I's Outstanding Features.
 - Medieval Trading Vessel.
 - Preposition.
 - Conjunction.
 - Sister.
 - Pillar of the Church (Abb.).
 - Initials of a Literary Contributor of Consolidator.
 - Long Ton (Abb.).

Answer to October Crossword Puzzle



WENDELL ELDRED—ENC.

"Gus" Hurshell in the crib tried to slow down his mount after it shied at a rattler by reaching out and hitting it across the nose. He informs the boys that cactus apples are quite edible!

F-6519



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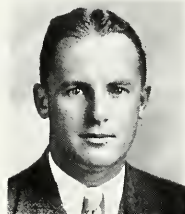
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Please, readers, use these magic words wherever possible. It will cost you nothing, it will take only a moment, but, in so doing, a great deal of good will be accomplished.

Probably, also, in looking over these pages, you will think of a few leading concerns which are conspicuous by their absence. Perhaps these firms are in line for your patronage, perhaps they already have it. At all events, you can do them and your magazine a favor by urging them to get on the bandwagon, thus not only strengthening the trade they already enjoy but, in addition, opening for them new avenues of business. This is your magazine. Help it whenever you can. Strengthen the magic circle.

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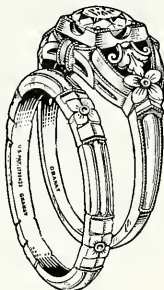
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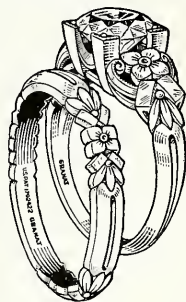
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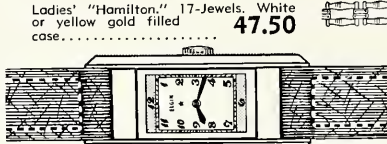
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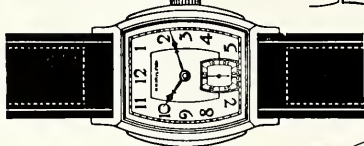
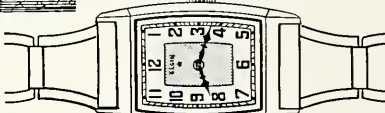
Ladies' "Hamilton." 17-Jewels. White
or yellow gold filled
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Ladies' "Tavannes." 7-Jewels. Yellow
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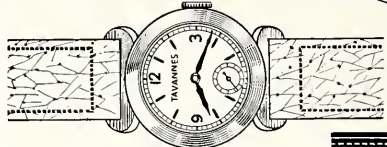


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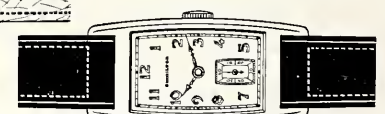
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Yellow gold filled case. **37.50**
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Men's 17-Jewel "Tavannes." 14-Karat
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17-Jewel "Tavannes" for men. Yellow
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CONSOLIDATOR

Volume 1

December, 1936

Number 4

New Editorial Policy

THERE has been so much spontaneous cooperation in the "get up" of our magazine that we have decided to make a radical change in the policy heretofore set forth on our masthead. This magazine has as its slogan first and foremost that it is published by and for the employees of CONSOLIDATED. This is just exactly what it means. There have been so many contributors of note that the former list of our editorial staff would have to be expanded, in all fairness, to the point where dozens, perhaps hundreds, of names would be printed. Space forbids such a procedure, and besides, all contributions being signed, these self-same names can easily be gathered from the signatures of the various articles and contributions. As far as those responsible for the actual elbow-grease, the prosaic "grunt work" of tucking the magazine in its downy couch each month are concerned, we believe that like the poet of old their names might just as well be unsung although perhaps not unhonored in their native land. As you may have heard, everyone knows the name of Paul Revere, but who knows, or cares to know, the name of Paul's horse? The policy of the magazine will remain the same. Its supervision will remain the same. The efforts of the staff to please you will remain the same. Your approval of our earnest efforts marks the zenith of our ambitions.

All communications should be addressed to the CONSOLIDATOR, c/o CONSOLIDATED AIRCRAFT CORPORATION, Lindbergh Field, San Diego, Calif.

Permission to reprint, in whole or in part, any of the subject matter herein, is gladly granted any established publication provided proper credit is given the CONSOLIDATOR. Material may not be used for advertising.

Circulation Department

Perhaps a few words of explanation regarding the method of circulating your magazine may be of interest. The distribution problem of most periodicals is a comparatively simple matter, but ours is not so easy. The morning newspaper is delivered to your door or you buy it from a newsboy. The CONSOLIDATOR on the other hand must unflinchingly be put in the hands of its thirty-three hundred or more partners, some of whom are on the day shift, some working overtime, and some on the night shift. And each and every one must receive his copy—or else!!

Hence the following system has been adopted. Timekeepers or their

representatives are stationed at each time clock at four P.M. of the day of issue. They have a packet containing enough magazines for their particular time clock. After distribution, the clock numbers not punched are noted, exclusive of night numbers, and are turned in to the Employment office. Men working overtime, and those who may not have been at work on the day of distribution, can receive copies by applying for same at employment office, giving their clock number, which is then checked against the list mentioned above.

Night shift men will receive their copies when leaving the plant in the morning. It is hoped that this plan will not only avoid confusion but will also result in every "subscriber" receiving his copy promptly.

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GOOD-WILL

WE here in Southern California do not fully realize the approach of Christmas as readily as we did when we were back in Buffalo. Fruit and vegetables grow here the year round and we are able to get in our cars and drive out on the desert and enjoy sunshine as warm as anyone would want. We are undoubtedly fortunate in missing the discomforts of a cold winter season. And yet in every snowy district: in the country and in the city, the face of white winter provides a seasonable cheer.

It is significant that, of all the celebrations and holidays that halt us during the year, the most widely celebrated and the oldest celebration of all is that of Christmas. It should be considered by all of us more than merely another holiday. We are celebrating an event that took place 1936 years ago. Every day, when we date a letter or read a newspaper, that date 1936 is at the top. Our calendars center on one date and from that date "B. C." runs backward and "A. D." runs forward into the future.

At Christmas time as at no other time, the spirit of "Good Will" is paramount.

And you may ask: "What is Good-Will?" Good-will is the fundamental requisite of progress. As civilization progresses, the most remarkable advances are predicated upon Good-Will. Anything which is based upon ill-will eventually must fail. There is an old saying "Where there's a will, there's a way." To this we might add that where there's Good-Will, there is the Right Way.

The President's Column . . .

Good-Will, like confidence, must be earned. It is not an impossible ideal as some might think. There are, in this world, people who do not hesitate to gain by other's misfortunes but most people are trying always to do the right thing.

Many corporations carry on their books, as an asset, the item of "Good-Will" at a set value. This may properly be termed the capitalized value of one's customers preference for the products of the firm in question. In many cases it represents actual amounts expended to gain such good-will.

CONSOLIDATED does not carry an amount on its books under the caption of "Good-Will." Nevertheless we are privileged to enjoy an amount of "Good Will" that is inestimable. Without that "Good-Will" we could hardly have expected our Navy to favor us with repeat orders which will enable us to offer continued employment for the next two years.

Our products must continue to hold the confidence of our customers—this only enables us to merit continued patronage.

Good-Will may be defined also as the position and esteem in which one is held by his fellow men. No better tribute can be paid anyone than the knowledge that he holds the admiration and respect of those who know him.

And so it is that the management of your company relies upon the Good-Will of its customers, its suppliers and its employees to maintain its position in the world.

As I stated in the first issue of this magazine, on occasions such as this in the old days when there were only a few of us, I could shake the hand of Bill, Bert and Bob individually and wish each the Season's Greetings. Since we have grown to 3400 employees, it is only through the medium of a column such as this that I can say "Merry Christmas" to each and everyone of you.

R. H. Fleet.

Many of you have been wondering who has been making those swell posters that have been on the bulletin boards each month reminding you that the deadline for CONSOLIDATOR news is near. The culprit is Norman Davidson. Many thanks, Dave.

H. W. Nielson of the Tank Department has recently been riveted to a better half. Schonberg, 627.

KINDLY WORDS

From Mr. Ben Johnson, Reconstruction Finance Corporation, Washington, D. C. "Thank you for placing my name on the mailing list. * * I have examined carefully the copies which I have received, and my estimate is that this is a first-class house-organ. Congratulations."

From Dr. G. W. Lewis, of the National Advisory Committee for Aeronautics, also of Washington, D. C. "The Committee appreciates very much your courtesy in forwarding for its files a copy of the CONSOLIDATOR. We have just received from Mr. John Jay Ide, the Committee's Technical Assistant in Europe, a request for a copy of the CONSOLIDATOR and, if it is not against your policy, would like to be placed on your mailing list to receive an additional copy of future issues."

From Ursula F. Carroll, Secretary, the Rising Sun Aircraft School, Philadelphia, Pa. "Many thanks for the copy of your magazine the CONSOLIDATOR recently received. Certainly more than surprised to learn that your organization put out such an interesting and elaborate magazine. We used several articles from the October issue in our last weekly broadcast and received many favorable comments. We intend to continue to use these articles each week, taking different articles and giving due credit to CONSOLIDATOR. We trust you will keep us on your mailing list to receive all future copies of the CONSOLIDATOR for use in our weekly radio news talks. As new issues are sent us we will then place the last copy in our library for the students and personnel. Kindest regards and continued success in your work."

It is seldom that an anonymous letter receives any consideration at all, but there are exceptions to all rules. Under date of December 2, 1936, CONSOLIDATOR received an unsigned letter headed—*An Open Letter to CONSOLIDATED Men by One of Them*—which has considerable merit. Being unsigned, it naturally could not be printed. Ye Editor suggests that the author drop in some time at his early convenience and receive not only hearty congratulations but also enjoy a further discussion of the subject leading to the accomplishment of his aim.

Welcome to Our New Backlog

NOVEMBER 17, 1936, was "just another day" to many of our fellow-citizens, but to us it was indeed a Thanksgiving day preview. On that date the United States Navy announced the award to CONSOLIDATED AIRCRAFT CORPORATION of sixty-six patrol bombing airboats, together with appropriate spare parts, thus ensuring Thanksgiving and Christmas turkeys and all the trimmings for the entire CONSOLIDATED family for over a year to come. In other words, this award made a total of 176 of these units now on order with CONSOLIDATED, with spares equivalent to 35 additional, or a grand total of 211 units.

This new contract is the third awarded us for construction of the PBY type of airboat. The official designation is PBY-3. We are happy to feel that it indicates the Navy's satisfaction with this type. It constitutes the largest peacetime production of patrol airboats in the history of American aviation. Competition on this order was keen, as always. We are doubly happy therefore that the able statement of CONSOLIDATED'S case by Major Fleet, who went east for that purpose, plus the evident excellence of our product, were deciding factors toward a verdict in our favor. This quantity production will give us the long-hoped-for chance to show what we really can do. Let's give the Navy the very best they ever had.!!!

Reserve Officers, Attention!

Captain Seymour Wurfel, Army Reserve, c/o District Attorney's Office, F. 1321, called the other day. He is anxious to get in touch with any of the CONSOLIDATED group who hold reserve commissions and who have not as yet joined the San Diego Reserve Officers' Association, so that he may contact them at the time of the Association's meetings. These meetings, we understand, are held from time to time, and are attended by speakers of note and interest, in addition to affording convenient and pleasant get-togethers for the members and their friends in the Reserve.

Attendance at these meetings also affords the Reserve officers a certain amount of inactive duty credits.

Holiday Dance

By Bud Waterbury

THE Holiday Season has started with a BANG!! Plans have been completed for our big Christmas Dance, and it promises to be a gala affair!

Time? Saturday, December 19, 1936.

Place? Mission Beach Ball Room, Mission Beach.

Characters? You and You and You!

Dancing will start promptly at 9:00 o'clock and continue until 1:00 A.M. Music will be provided, in his usual competent way, by Charlie Parnell and his orchestra. Additional fun will be had if, during the intermissions, entertainment is supplied by a few of our own musicians. Come On!! If you have musical talent, see Bill Gilchrist, our new Welfare Director.

Such a large crowd is expected that the dance will be confined to CONSOLIDATED employees, members of their immediate families, and dancing partners of employees. At least 4,000 CONSOLIDATED men and their wives are certain to attend.

This is one time when you won't have to worry about finding a parking space! Your dance ticket will entitle you to park your car free on the east side of the trolley tracks at Mission Beach. If you want to park your automobile in the parking area nearest the Casino, there will be a small charge, as this area is under the jurisdiction of the Mission Beach Amusement Company. The combined facilities are fully adequate to handle the parking situation completely.

Tickets for the dance will be distributed by the timekeepers on or about December 15, 1936. Be sure to deposit the detachable stub of your ticket at the door as you enter the ball room. At 11:00 o'clock a drawing of these stubs will be held and you may be the lucky winner of one of three valuable door prizes. Only an employee, a direct member of his family, or the partner of an employee will be eligible for a prize.

Do you like good music? Congenial people? Fun? Laughs? This dance bids fair to provide all of these—and MORE! So be sure to be on hand to take a part in the festivities! Start your Holiday Season right! Remember, it's *your* dance and it's up to *you* to make a success of it!

A bundle of joy was born to Mr. and Mrs. C. Chase, December 1st. Congratulations, Clint!

A. Duncan, 4067.

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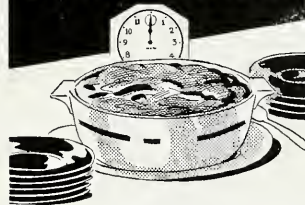
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SAN DIEGO CALIFORNIA



NEWS is kinda scarce on the Waterfront just now. All the femmes seem to be busy doing their Christmas shopping and from the size and number of packages with which the girls are laden down, there must be "gold in them thar hills."

However, we must take time out to press the best bib and tucker for the Christmas party. Yes, we are having one in the Colonial Room of the U. S. Grant on December 16th. It is strictly femme and what the program for the evening will be, is a deep, dark secret. True to CONSOLIDATED tradition everything will be done well and a grand time will be had by all. Better not miss it. The girls of the Navy Office, Mrs. Allan Abels and Mrs. William Wheatley (both former CONSOLIDATED employees) have been invited to be our guests on that evening.

Leta Davis, we understand is not so satisfied with the cold weather now being experienced in that good old city of Buffalo, and she will probably wear a big broad smile when she gets some of that warm sunshine in San Diego next week. It's nice to visit the snowy areas but to freeze and stay that way, is a different story. Welcome back, Leta.

Rumor has it that the "Lomo de Oro" is changing its name to the CONSOLIDATED AIRCRAFT Y. W. C. A. The engineers who now occupy a cozy home in that apartment house had better lock their doors and pull down the shades. There are lots of single girls moving in and "Leap Year" isn't over yet.

Kathleen Schneider has been seen in downtown San Diego looking in those

Jewelry Store windows, in company with a boy friend. We hope it's not serious and that they were just looking. A word from "Katy" might clear up the situation.

The CONSOLIDATED feminine staff has increased greatly in the last three months. There should be plenty of news floating on the breezes and with the aid of a few "minute men", this column would become a masterpiece. How about helping me by keeping your ears and eyes open and sending in the news of the day. After all, girls make the best reporters.

Incidentally, this is the Season for Mistletoe. Might be a good idea to hang a tiny piece of this inspiring berry in each office. So, with the holidays not far away, the girls wish you all a very Merry Christmas and a Happy, Prosperous New Year.

Till next time,

Lucille.

An orchid to our charming telephone operator, Blanche Davis, whose ready smile and outstanding personality is the first greeting received by our visitors upon entering the lobby of CONSOLIDATED.

Her poise and genial manner to all creates a definite impression of friendliness.

Margaret McDonough, whose absence from the planning department has been noticed by her many friends, spent the first week in December vacationing with friends in Los Angeles. Margaret has been with CONSOLIDATED since September 1st, a year ago.

Grace Koenig, 697.

Russ Seeling and Miss Dorothy Davis have announced their engagement. The big event is scheduled for January 1, 1937.

Dug Basore.

With the Night Hawks Night Wings

Mr. and Mrs. Bill Buby wish to thank the Night Tail Surface for the electric alarm clock presented them as a wedding gift.

Mrs. Jack Horner was hostess to a birthday party given in honor of Owen Stockton, Night Stockroom Clerk and Little Jack Horner, the Simon Legree of the Night Tail Surface. Those attending with their wives and gals were: "Myron Drake, Bill Bowlen, Johnny Jones, Owen Stockton, Jack Horner, Doug Basore and Bert Simmons.

Mr. and Mrs. John Mello, Night Winger, motored to Hanford, spending the Thanksgiving holidays with their parents.

Those interested in taking vocal lessons, or becoming Bing Crosby crooners, may receive lessons from our well-known boy scout, George Terrill, at a much reduced fee. Please make your appointments through Georgie's booking agent, George Palmer, during the lunch hour, or after work.

B. W. Simmons.

Bill Schurr (of the Engineering Department) was host to a very successful, but quite unconventional "Cocktail" party on the eve of December 5. He predicts that parties of this nature will be the rage of San Diego by spring.

The "Cocktails" consisted of milk shakes, in either chocolate or vanilla flavor.

SAN DIEGO GROWS

Norm Hallstrom, of the Bomb Rack Team of Chet and Norm, was seen meeting his wife and five children who arrived from Buffalo, October 30.

He met them in a rain storm after telling them how little it rained in San Diego. How 'bout it, Norm?

No. 4516.

The battle of the century that was to have been held in the telephone booth at the main entrance between Gene Clardy—alias Flarity—and Whitey Dake, was indefinitely postponed when one of the contestants contracted a severe case of frigid pedal extremities. No names will be mentioned but Whitey is quoted as saying that he was buying a new pair of fleece-lined shoes.

New Assistant Inspector ^{By} CATHERINE A. PHIPPS of Naval Aircraft



THE personnel of the Navy Office has recently been augmented by the arrival of Lt. Frank E. Deam, who will act as Assistant Inspector of Naval Aircraft. For six weeks prior to his assignment to CONSOLIDATED, he was stationed at the Douglas Aircraft Company, Santa Monica, in the same capacity.

Lt. Deam, a native of Kansas, has had a career both varied and interesting. Graduating from Annapolis in 1924, he spent his first year as Ensign on the West Virginia.

It wasn't until 1926 that he received his first taste of aviation. At that time he was sent to Pensacola where he was given a one-year course in Flight Training.

The rating of Lieutenant, Junior Grade, was conferred on him in 1927 and that of Lieutenant in 1933.

In 1929, Lt. Deam was appointed to Pensacola as an instructor of Flight Training and remained at that post for three years. He stated a significant fact, in this connection, when he said that "to teach a student to teach himself" is one of the most important phases of instruction.

The years 1932 to 1934 were spent in service in the Aviation Unit of the heavy cruiser, Indianapolis, and, during 1935, he was in the Aviation Unit of the cruiser, Salt Lake City.

Lt. Deam's career includes duty as Inspector of Naval Aircraft at the Stearman Aircraft Company, Wichita, and the Great Lakes Aircraft Corp., Cleveland.

He has 2,000 hours of flying to

his credit, most of which were spent behind the controls of observation planes.

Lt. Deam is married and the proud father of two children. Both he and his wife very much enjoy living in San Diego and, therefore, are delighted with his new assignment at CONSOLIDATED.

We heartily welcome Lt. Deam to the CONSOLIDATED family.

Safety First

By Joe Shields, 1871

IN this, my first article on the subject of "Safety First," I wish to call the attention of all my fellow employees to the importance of cooperation in the practice of this habit. A safe employee is a careful one. He is not only considerate of himself but of his fellow man. Help reduce injuries, not alone while at work, but everywhere. It is a well-known fact that a safe and careful man proves to be an asset to his employer. A careless man has no business around machinery, or in handling the materials that are used in our plant. Each man should carefully observe in his work the following precautions: Is my machine in proper working order; are the necessary guards in place, referring especially to band-saws, shapers, etc., in the sheet metal work. If these precautions are found lacking, report them immediately and they will be taken care of. Next, in the handling of sheet metal, such as the large sheets of dural, handle them carefully, not only to avoid damaging them but to protect the men helping you. Injured hands are far from being pleasant so let's begin here with being careful. Also, observe sharp points on "cutoffs" and "scrap". They can make a very nasty injury. Bits of metal, such as angle stock on the floor, can penetrate very deeply through shoe leather. Ends of metal sticking out on a level with the eye can also readily prove very disastrous. Above all, do not tamper with another's machine. Keep your hands and fingers out of movable parts, such as shear blades, etc. We all find ourselves guilty, many times, of disobeying "Safety First", but let's get into the habit of being more careful right now. If you do receive an injury, no matter how small, have it taken care of at once.

All copy for CONSOLIDATOR must be in before the fifth of the month. All articles and news items must be signed. Please try to give correct spelling of all names. If you do not know how to spell a man's name ask his timekeeper. Cartoons must be in black ink on white paper. The deadline on cartoons is the first of the month. If you cannot draw, but have a good idea for a cartoon submit it early and we will try to have your idea visualized.

Archibald "Fibber" McGhee, 4131, riveter in the Wing Department, celebrated his 31st birthday Friday, December 4th with a party in the patio of the CONSOLIDATED Plant. A hot time was had by all especially "Fibber."
No. 4428.

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"If a man can write a better book, preach a better sermon, or make a better mouse trap than his neighbor, though he builds his house in the woods the world will make a beaten path to his door."—Ralph Waldo Emerson.

NO builder of mouse traps, Bill Gilchrist recently had a path beaten to his door by the management of CONSOLIDATED. After careful and deliberate consideration, he has been chosen to fill the responsible position of Welfare Director of the Company. Perhaps it may seem strange that the Assistant Foreman of the Hull Department should be given such an important appointment. There's really nothing odd about it. CONSOLIDATED keeps a constant and vigilant watch over its employees, noting their working habits and characteristics and marking, for possible advancement, those men who have unusual merit. Each and every man in the plant, no matter how small or unimportant he may think his job is, has a chance for promotion if he does his work well. This was the case with Bill's assignment. Even though he was but one of thousands of men, his many worthy qualities were so outstanding that they couldn't be overlooked.

In his new position, Bill's immediate superior will be Don Frye, Supervisor of Personnel. As outlined by Mr. Frye, his work will consist of visiting the sick and absent employees, and promoting athletic activities, entertainments, parties, picnics, etc. Mr. Frye laughingly said that in his "spare time" Bill will assist in hiring employees.

It will be easily recognized that a position of this sort requires the abil-

Our New Welfare Director

By Catherine Alice Phipps

ities of a man with strong humanitarian qualities. Bill possesses the quality of kindness toward his fellow men and enjoys his associations with them. He has been very active in social and church welfare work for a long time. On his own initiative, he has frequently visited fellow employees who were ill and needed cheering up.

When interviewed by the CONSOLIDATOR regarding Bill's new position, Mr. C. A. Van Dusen, Vice-President and Works Manager of CONSOLIDATED, stated:

"The Company has appointed Mr. Gilchrist as Assistant to Mr. Donald Frye in charge of welfare. Careful investigation was made of available employees to determine the man best fitted for the job. Mr. Gilchrist's many years experience in the aircraft field, working as mechanic, leadman and assistant foreman, give him a broad sympathy and understanding of humanitarian problems."

Bill (William Cuddie Gilchrist) was born on February 10, 1878, at Toronto, Canada, but his family moved to the United States when he was very young. At the age of three and a half years, he automatically became an American citizen when his father was naturalized.

In Wisconsin Bill received his education but he didn't spend much time going to school. Early in life he began to assume the responsibilities of a grown man. At the age of nine, he went to work in a saw mill. His duties, including the loading of logs on a conveyor, were strenuous ones for such a young lad, but the many interesting and educational things that went on about him more than compensated for the hard labor. In this occupation he learned many valuable facts that were of help to him in later life. He was taught the most important requisites of any good mechanic—accuracy and workmanship. Bill says that one of the activities which made the deepest impression on him at the saw mill was the log-rolling. His father had taught him to perform the difficult feat at an early age, so he was able to actively participate in events which called for this accomplishment.

When he was sixteen years of age, Bill gained much priceless training in dependability and responsibility by supervising the men working for his

father who, at that time, was engaged in the contracting business.

During the wartime period of 1916-1918, Bill received his first contact with aviation when he worked as Assistant Superintendent of the Hull and Fuselage Department of the Curtiss Aeroplane and Motor Company in Buffalo. Wartime plant conditions were vastly inferior to those of today. Production was extremely slow and the already handicapped industry was further hampered by a dearth of trained men. So many men had gone overseas in the "War to End War" that manufacturers were forced to employ girls and women in their aircraft factories. Bill says that they did such work as assembling fuselages and other tasks, as capably as men.

After the Armistice was signed and until 1920, Bill was engaged in various occupations. He did some carpentering work, worked for Pierce-Arrow and then for G. Elias & Brothers. From 1920 until 1929 he did general contracting work.

In the early part of December, 1929, Bill entered CONSOLIDATED where he worked under Max Wagner in Unit 4, building Thomas Morse airplanes. He has worked hard and conscientiously ever since at every assignment given him.

This genial man, whose hearty laugh and vigorous manner belie his fifty-eight years, is married and the father of four children. Two married daughters live back east. His wife and two sons are with him in California and think the "Land of Sunshine" a wonderful place in which to live. One son, Leonard, works in the shop and the other, Carl, who attends Herbert Hoover High School, worked for CONSOLIDATED during his vacation.

Bill's whole family is very proud of his new appointment. They know that it will mean a lot of extra work but they also know that, for anyone who enjoys his work as Bill does, this will be no hardship.

The CONSOLIDATOR joins with all in congratulating you, Bill! We know that no better man could have been chosen to fill the job as capably as you can. You have shown, by your own example, that a man doesn't need "pull" to get ahead and that it is not the size of the job but the size of the man that decides his worthiness for promotion.

Who's Who in Consolidated



H. E. WEIHMILLER

OUR biography department—Who's Who in CONSOLIDATED—would not be complete without a resume of the life, activities, and accomplishments of H. E. "Weih" Weihmiller, our Eastern Engineering Representative. Now that Weih is sojourning in our midst for a few weeks, we have him at our mercy, so to speak, and in response to the pertinent—and impertinent—questions of our reporter, has given us the following interesting facts.

Weih first saw the light of day in Baltimore, Maryland, February 8, 1902. After taking on Baltimore Polytechnic Institute for a bout in which he emerged victorious with the "coveted sheepskin," he handled rod and transit for the B. & O. for two years, taking the kinks out of their right of way. He entered Massachusetts Institute of Technology, receiving his degree of Bachelor of Science in Aeronautics in 1925. The young engineer then was employed at McCook Field, Dayton, Ohio, as research engineer in their wind tunnel, subsequently rounding out his theoretical training by practical experience as a Reserve Officer at Brooks Field, Texas, attaining his Junior Airplane Pilot's rating.

Returning to McCook Field he engaged in airplane designing for a year, then became Chief Engineer of the Travel Air Airplane Company in Wichita, Kansas. Noteworthy pro-

ducts of Weih's talent at that time were the mail and passenger airplanes employed by National Air Transport in their first route from New York to Chicago, the newer Travel Air Transport, and the "Woolaroc" in which Art Goebel won the San Francisco-Hawaii "Dole Flight" in 1927.

Following this, he set up his own consulting office in Dayton, which developed into the Corman Airplane Corporation, a Cord Corp. subsidiary, builders of the Trimotor "Airliners", later known as Stinson Airliners. Subsequent to the merging of this company with the Stinson Aircraft Company he was connected with the Ford Motor Company in their airplane division, later with the Curtis company in Buffalo. He joined forces with CONSOLIDATED in 1933. His experiences since membership in our family crystalize in his mind the fact so apparent to the entire world of aviation, that CONSOLIDATED is the best airplane company in the world, bar none.

Weih likes tennis, almost likes golf, is a philatelist and thinks he knows something about economics. For the past year he has been representing the Company in the east in general and in Washington in particular, and says that, of all the cities on the east coast, he prefers Washington, and of all on the west coast, he prefers San Diego. After a brief visit to the plant for his annual familiarization visit, he will return to Washington to again take up his duties there. He expected quite a bit of the plant after a year's absence but the actual growth and progress far exceeded his best expectations.

ART BRENNAN RETURNS

Art Brennan, Final Assembly, returned to San Diego November 15, after seven months of Field service at Selfridge Field, Michigan, the base of the First Pursuit Group, U. S. Army Air Corps. Art left San Diego last May in a CONSOLIDATED PB-2A piloted by Captain Niergarth who made a fast cross-country trip in fifteen hours flying time. As service man on the PB-2As, Art followed the Pursuit Squadron to Army maneuvers in Northern Michigan and in Dayton, Ohio. Before returning to San Diego, he spent several weeks at FLEET AIRCRAFT OF CANADA where work was in progress on the FLEETS for Mexico. Cash Stall.

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Stepping Up By Norman Davidson

FEELING the effects of the growth which, in scarcely over a year has seen CONSOLIDATED's personnel swell to approximately ten times its inaugural size here in San Diego. I. M. Laddon on Nov. 27th announced



HENRY MANDOLF

certain changes in the organization of the Engineering Department considered desirable in the interest of increased efficiency, in which will be noticed the moving upward of several engineers to larger duties. The new leading personnel of the Engineering Department will until further notice be as follows:

Chief Engineer, I. M. Laddon.
Asst. Chief Engineer, H. A. Sutton.
Engineer in Charge of Drafting and Personnel, B. W. Sheahan.
Engineer in Charge of Structures, Roy A. Miller.
Project Engineers, Model PBV, W. A. Ring; Model XPB2Y-1, H. I. Mandolf; Unassigned, T. P. Hall.
Engineers in Charge of Groups:
Preliminary Design and Aerodynamics, T. M. Hemphill.
Wing, J. L. Wainwright.
Tail, J. W. Larson.
Hull, B. O. Isham.
Power Plant, O. W. Moerschel.
Fixed Equipment, P. A. Carlson.
Armament, H. K. Growald.
Beaching and Landing Gears and Floats, J. F. Holdener.
General Utility, A. W. Abels.
Electrical, H. A. Campbell.
Tracing, A. Dolan.
Shop Liaison Engineers, J. Hlobil, R. Sebold, E. Dormoy.
Correspondence Secretary, F. W. Devlin.

Chief Laddon tersely stressed the two types of co-ordination necessary, as first, co-ordination on any given model and, secondly, co-ordination of the same type of work on all models, adding: "Most of the major parts of the airplane are so specialized that co-ordination with other models is of great importance and our experience has demonstrated that the group system is best from this standpoint. Duplication of effort is avoided and it makes for standardization of parts and design thereby reducing cost. It is our intention to maintain the group system and provide for co-ordination on any given model through the project engineer."

The advances in the engineering force will be noted in the creation of the new Project Engineers and the filling of their former positions.

Laddon outlined the duties of the project engineers essentially: to be familiar with contract requirements, work out engineering dates, thoroughly plan the work with group engineers and to guide them in general and detail design without relieving them of responsibility for a workable and practicable job. To see that any change in one group which affects another is conveyed to all concerned



TED HALL

as rapidly as possible and to co-ordinate between group engineers to see that unimportant installations are not given undue precedence, being, of course, thoroughly familiar with specifications and their practical implications.

Hastily garnered and necessarily brief dope about the new project engineers pictured: Henry Mandolf was

born in Austria. Spent three and a half years in the Navy during the war with experiences including capture and escape. Toward end of war he had training as airplane observer. Completed technical training at Graz, Austria. Then three years in mechanical shops. Came to United States in



BILL RING

1923. Joe Gwinn secured Mandolf for CONSOLIDATED in 1928. He successfully worked out the mechanism for the retracting float, so unmistakably a CONSOLIDATED design feature. Was project engineer in 1931 on XBY-1.

Reticent and congenial Bill Ring was born in Dayton, Ohio. First associated with aircraft at the Dayton Wright Co. in 1917. Was in the Aviation Section of the Signal Corps during the war. Saw duty in England. After the war from 1920 to 1927 at McCook Field. In 1927 left and with Laddon opened the Dayton Branch of CONSOLIDATED. Has been with CONSOLIDATED since.

Ardent cooperater Ted Hall was born in Wallingford, Conn. Holds a M.S. degree from Massachusetts Institute of Technology. An E.E. from Syracuse. Worked with Thomas Morse Aircraft. Developed, with his brother Hall of Cunningham Hall Aircraft, the Hall High lift wing which is now being tested by the Navy. Spent about six years with Cunningham Hall. Ex-service man. Began in structures as engineer in charge of Wings and Tailsurfaces with CONSOLIDATED. Stressed the original XP2Y-1 job.

Gilt Gets Gotts Guessing



*Cow Adopts Four Baby Pigs
on Local Ranch*

Oddities in the Valley's news is headlined this week by story of a cow and four pigs on the Edgar N. Gott ranch at Palmdale. Quite recently, workers at the ranch had noticed a shortage in the quantity of milk given by one of the two cows. They began investigating and were greatly surprised to see the cow lying down docilely in the feed yard while four baby pigs helped themselves to a free feed. This process was repeated for several days, until the pigs were removed from that pen. One of the men has several pictures taken to substantiate this story.—South Antelope Valley Press, Palmdale, Calif.

SCHOOL DAYS

A sheet metal class taught by our own Norman Veland of the Sheet Metal Department is attracting a large number of students. This class is held Monday, Wednesday and Friday nights at San Diego High and on Tuesday night at Hoover High.

Submitted by: Bud Martin,
Mel Laird,
R. Peters.

Yours truly will drive to San Bernardino to pick up relatives and spend Christmas in Los Angeles. New Years a trip is planned to San Francisco visiting friends and seeing sights such as Bay and Golden Gate bridges, Mare Island, Navy Yard, and Pan-American terminal. Merry Christmas!

Herb Melvin, 2998.

CORRECTION

The editors humbly apologize for errors that cropped up in out last issue and promise to be more accurate in the future about details.

In the item about Judge Crittenden we were in error in several ways. First, it was his second case and not his first as we stated. Second, the dog was not his but belonged to a relative. Third, he didn't win the case or something.

We also want to clear up an error in the Sam "Bantam" Jarvis sport note. We were in error in stating Sam Ping Ponged his way through New Rochelle Home for Adolescent Boys. No, sir, it was Badminton.

The Navy checked Bill Wheatley out for the first time the other day in a PBV-1. Being unaccustomed to flying water craft, he kept heading for Lindbergh Field despite the frantic motionings of the Navy co-pilot. Finally he realized what was wanted and gracefully landed on the water of the bay. Turning to the Navy man, he said—"Thank you for putting me straight on this—guess I'd better be going home,"—whereupon he nimbly vaulted over the side, only to land in ten feet of water.

Since Boy Hayman (No. 5073) got his new car he gets up at 4:00 every morning so he can get in more driving time. A few more hours and he will have enuff time for a private license, eh wot?

No. 5152 (The Stooge)
(R. Barbat)

Welcome to these new arrivals from the east. Billy Rock in the Hull Department, Jack Kelly in the wings, and Johnny "Sheik" McKenny, new Hull Department clerk.

Schonberg, 627.

Harry and Robert F. Hague, Wing Department, recently made a flying trip to Boston, Mass., to visit their parents. Leaving San Diego in their new Ford V-8 Sedan, purchased from a local dealer, they covered the 3420 miles in 62 hours, actual driving time, and report excellent "per mile" gas economy. On the return trip they covered 3380 miles in 66 hours. Nice going! . . . but where were the traffic officers?

"Rusty" Baldridge will journey to Los Angeles to spend the holidays with friends and relatives. Santa Anita will probably see him vieing with Dame Fortune.

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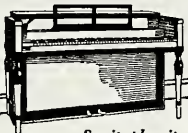
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OBITUARY

THE CONSOLIDATED family mourns the passing, on November 19th, of our beloved friend and counsellor, John C. Rombach. Known to all as "Jack". Mr. Rombach had ably filled the position of Director of Personnel since last spring, until a few weeks ago, when ill-health forced him to retire. In his comparatively short tenure of office, Jack's exceptional qualities of fair dealing, grasp of shop needs, and above all his even, genial character, had endeared him to the hearts of all who knew him.

Mr. Rombach was one of the true pioneers in the aircraft industry. Born in Guelph, Ontario, in 1879, he later associated himself in 1913 with Glenn L. Martin at Martin's plant then located in Los Angeles. Mr. C. A. Van Dusen, now Vice-President of CONSOLIDATED, was one of Jack's co-workers, and then and there began a friendship which carried on through the years. Some time after leaving the Martin organization, Mr. Rombach became Superintendent of the Aviation Corporations plant at Farmingdale, Long Island, N. Y., remaining there until lure of the coast brought him back to California as an inspection executive with the Douglas Company at Santa Monica. Here he remained till the spring of 1936, at which time he joined forces with CONSOLIDATED.

He is survived by four sisters, Mrs. Bertha Collins, who came to San Diego to attend the funeral services, Mrs. Louise Hallman, Mrs. G. Loeper, and Lauretta Rombach, and one

*They shall not grow old, as
we that are left grow old;
Age shall not weary them,
nor the years condemn.
At the going down of the
sun, and in the morning,
We will remember them.*

LAURENCE BINYON



JOHN C. ROMBACH,
1879—1936

brother, Joseph Rombach, all of Buffalo, New York. He was laid to rest in Greenwood Cathedral Mausoleum, San Diego. Pallbearers were Howard Bell, Edgar N. Gott, Glenn Hotchkiss, Jesse Leonard, Stull C. McGinnis, and James J. Morris. Ever of a retiring and unobtrusive nature, his obituary notice in the daily papers appeared next to that of Madame Ernestine Schumann-Heink, world famed singer.

The CONSOLIDATED family extends deepest sympathy to his bereaved family. We have lost a real friend, an able co-worker. Truly, a gentleman of the old school.

—
VIRGIL CHILDERS
1913—1936

Virgil Childers of the welding department suffered fatal injuries in an automobile accident near Huntington Beach on November 16th. In a letter to the CONSOLIDATOR dated November 25, his parents, Mr. and Mrs. Samuel A. Childers, of Los Angeles, express their appreciation for the floral offerings sent by his fellow employees. The letter reads in part "The blanket was beautiful. We thank you and all concerned from the bottom of our hearts for your kind thoughts." The sympathy of the entire CONSOLIDATED organization is extended to his bereaved family.

News From the Capital



GREETINGS to all the boys at the plant after a year's absence. It is good to be with you again, if only for a visit.

Driving westward, the thought came to me that many thousands of years ago a civilization—the earliest civilization we know—existed in China on the western shores of the Pacific. As the Pacific was too vast for extensive water travel in those ages, man naturally started his wanderings to the westward overland and, soon, a newer civilization sprang up in the region of the present India. Down through the ages, man continued his trek, always westward towards the setting sun. Civilization sprang up anew in Egypt, Persia, and Ancient Greece in turn. Then followed the great Roman Empire with its wonders of history and story,—but that too declined, giving way to a newer and later empire in Spain. Following on the heels of Spain's decline, the centers of culture again moved westward through France and the great British Empire and thence to the original Thirteen Colonies of North America where man, at last, set the foundation for the most perfect state and civilization that the world has yet seen. However, ever restless, man still sought more and again moved westward toward the then undeveloped west coast. Here he found the answer to his quest and,—in San Diego's environs, the end of the rainbow! He has reached the Elysian Fields—Journey's End. He can go no further! He wants to go no further. Here is the ultimate goal of man's travel up thru the ages, by caravan, ship and covered wagon,—and now by the modern airplane. Here on the shores of the Pacific man can now settle with the assurance that he has found the happiest spot on earth and his journey's reward. Here man will

AN OPEN LETTER TO CONSOLIDATOR

THROUGH our CONSOLIDATOR Magazine a group of employees who have lived for some years in San Diego wish to send you this letter.

We had dreamed and hoped that our City might one day have an industrial plant large enough to furnish something like steady employment to a large number of our citizens.

We watched the well-meaning, but not too strenuous efforts of a small group to secure factories of various types.

It now seems that a miracle has happened for when we learned that the CONSOLIDATED AIRCRAFT were to build a large plant and move here, we just could not believe it, being just a little low and pessimistic. Anyway, as our rugged individuality had taken an awful beating during those "four l-o-n-g years", the shock was nearly fatal to some of us.

CONSOLIDATED, you have been publicly thanked by men in high places, congratulated by big shots, as you richly deserve to be, but the little cap pistols of our group have said nothing. Seriously, we wish to thank you for coming to San Diego, for the opportunity given for employment and for bringing with you the fine group of men—Supts., Engineers, Inspectors, Foremen, etc.—it is indeed a pleasure to work with them.

W. H. Freeman, No. 2763.

Bill Wheatley inquired about the cost of running an advertisement in CONSOLIDATOR to sell a 19-plate storage battery, but decided that this would cost more than he was asking for the battery. Now then—you pay us for the ad (\$5.00)—we give you the battery (if we can get it) we give Bill the \$5.00 (if he can get it) and all will be happy. P. S.—The battery is unconditionally guaranteed by all concerned to have approximately nineteen (19) plates. Further deponent saith not.

Should anyone at any time have any difficulty in determining the peculiarities of the "pointer and setter", both aristocrats of the Canine Family, please get in touch with Mr. Hoover of the Engineering Department.

Knute.

build "a vaster empire than has been."

But excuse me—I have to be hurrying back to Washington myself!

H. E. Weismiller.

SAY YOU SAW IT IN THE CONSOLIDATOR



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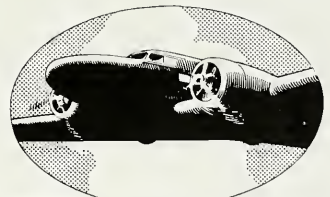
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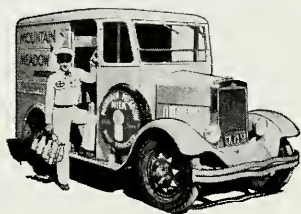
Consolidated Aircraft has an air travel card (ask the Accounting Department) good for a saving of 15% on United tickets to all eastern cities via United connections. Three flights from San Diego to all Eastern cities daily. San Francisco only three hours.

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Transcontinental

By
 Raymond S. Madison

TO many people election night is an occasion for much celebration. Well-laid plans indicated that such would be the case for myself, but our "Chief" requested that I be in Buffalo Thursday morning. To do so I had to leave here on the 7:25 Western Air Express Tuesday evening and worry all night long as to who was being selected President of the United States, as the gracious hostess TWA did not give us reports on the election returns. My mind was put at ease at Wichita when two gentlemen boarded the plane carrying morning editions with glaring headlines "Landslide for Roosevelt". I was then anxious to get to Kansas City to get a paper and read the details.

Just before leaving Chicago, via the American Air Line's "Flagship New York" I could not understand all the talk about grounding passengers en-route between Chicago and New York City on account of weather, as in Chicago the weather was beautiful, both overhead and underfoot. A few minutes out of Chicago however, I understood, for we were soon flying between two layers of clouds. At Detroit all Buffalo passengers were asked whether they wished to go to New York City and entrain for Buffalo from there, or entrain for Buffalo from Detroit. The latter was chosen. Upon inquiry I was told that Buffalo was having a beautiful snow storm, that the ceiling was 0-0 and that the planes could fly over the storm and get into Newark satisfactorily but it was unsuitable for them to land at Buffalo. It was a terrific disappointment to sit in the train for four and a half hours and reflect that this represented one-quarter of the time it had taken to go from San Diego to Detroit, almost ten times the distance from Detroit to Buffalo.

The next morning after my arrival in Buffalo, I started on the task of arranging for an audit of our Canadian subsidiary, FLEET AIRCRAFT OF CANADA, LIMITED.

This company is being reorganized and expanded to become a Canadian controlled and managed company. Canadian interests are putting in the necessary capital over and above that now invested by CONSOLIDATED AIRCRAFT CORPORATION to bring it up to a million dollar concern. The new company will be known as FLEET AIRCRAFT, LIMITED,



and it will have the manufacturing and selling rights, outside of the United States and its territories, for all current training airplanes as well as options to the rights on a royalty basis of other designs developed by CONSOLIDATED now or in the future. It was very trying and difficult to have to perform an audit at this particular time because the plant was operating at full capacity and top speed constructing the training airplanes for delivery to the Government of Mexico. The boys who worked on CONSOLIDATED Model 21C airplanes would not recognize the ship that is being built for delivery on this order. It has the appearance of being a much larger airplane than the one with which we are familiar. The pilots who flew the jobs reported it to be a beautiful and sweet-flying ship.

Needless to say I worked fast and furiously in order to get as much done as possible and at times felt that my efforts were being resisted for I was anxious to return to San Diego as quickly as possible, as many of you people now know.

The time which I had to observe business conditions and relationships in the east was very short. However, it was interesting to note the indicators which come to one's attention in traveling quickly across the country. There is much evidence of improved business conditions and better psychological feeling throughout the territory traversed. The air lines are operating to capacity loads. It was noticeable on

boarding the train at Detroit that the chair car was almost filled to capacity and the dining car was well utilized during the dinner hour. Both in Detroit and Buffalo the hotels were crowded and the manager related that they were running night after night with capacity houses. This notable remark was made by the assistant manager of the Statler in Buffalo, "We were 78% full Saturday night which was most unusual for a commercial hotel on a week-end." A large number of the new 1937 model automobiles and many more of the 1936 were noticed on the streets. Reports in Buffalo indicated that the huge snow storm in March, 1936, (causing many people to buy new automobiles who had not expected to) did not account for the tremendous increase in new cars seen about the city. Cocktail lounges were packed. The restaurants were all doing a thriving business and the department store people with whom I came in contact, both enroute and at Buffalo, reported that sales were greater than for several years past. People very apparently are spending money. The conclusion is that business not only appears to be better but business is getting better, for people as a rule are not prone to spend unless they are earning.

On the lighter side of life it was a treat to again see automobiles with steaming radiators, a sight which one seldom notices out here. On the other hand it was a distinct pleasure, after leaving the east less than 24 hours before in 23 degrees above zero, to step off the plane into the beautiful sunshine and warmth of San Diego.

Another Splice Job

Major Bill Jensen of La Jolla, who so ably handles Tail construction here at CONSOLIDATED, is rapidly recovering from a neat bit of renovating performed at the Scripps Memorial Hospital.

All his buddies here hope the local medics do a fair job of riveting on Bill and don't leave any "wrinkles" or "oil cans" in the surface.

Production of surfaces should increase rapidly as soon as his plumbing and carburetion get readjusted for he gained oodles of experience and ideas on aircraft construction while under the influence of the anesthetic that were never dreamed of before.

Inspectors "One Punch" O'Brien and Daniel "Oh Yeah" Boone have agreed to look the job over before Bill leaves but, from reports we receive, they spend so much time going over the case with the nurses that they haven't had a chance to get to him yet.

The Eagle Screams

I've been a doin' for myself and
Wife for quite a spell
And stuck it out in spite of times
I didn't do so well.

Just now I'm making flying boats
Designed to light at sea.
You ought to see me turn them out—
Three thousand helping me.

It makes a difference in our home
In little things I find
In little things just big enough
To wreck your peace of mind.

Our dried beef glasses disappeared
The day our tumblers came.
The darned old things were thick of rim
And nary two the same.

Our broken-handled coffee cups
Were junked to keep the peace
'Cept one upon the kitchen stove
That holds the bacon grease.

We bought a car and radio
On time, the modern way,
But every week upon the dot
We have the cash to pay.

So now I think, at quitting time,
Our home seems pretty far,
And asked my wife where'er she can
To meet me in the car.

But Monday, Tuesday, Wednesday,
She'll wash and iron and scrub.
Then mending Thursday morning
And afternoon her club.

But she's always willing Friday,
Providing I'm not late,
To gather, with the other wives,
And meet me at the gate.

An awful thing one Friday Eve
When I was feeling fine
And crowding with the other boys
To get my place in line:

But when I reached the table
Two tellers and a guard
Refused to give me money
And handed back my card.

They said I'd have to step aside
And follow up the line
And I would lose a half an hour
Because I didn't sign.

I says, "Be you men married?
If so you'll understand
My Frau is waiting at the gate
And, Boy! what she has planned."

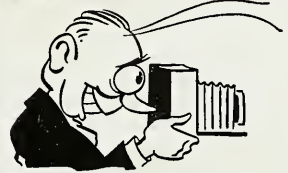
"My wife will be unhappy,
Oh my, oh goodness knows,
So pay me now and pay me quick
Before the "Shoppes" close."
Fred W. Newcomb, 880.

Uplifters Column

HONEY BEE COCKTAIL
1 part of Honey in a warm glass,
1 part lemon juice,
4 parts Jamaica Rum.
Stir until honey is dissolved.
Add cracked ice and shake well.
Drink.

Recommended by Roy Miller, and
consumed to the satisfaction of his
many friends.

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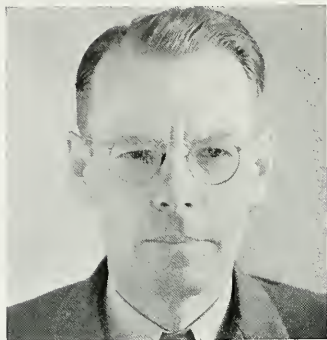
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Social Security Act of 1935

By L. D. NULL



THE Social Security Act is designed to provide a system of old age retirement benefits and to induce the states to enact unemployment insurance laws. The act was passed by Congress and approved by the President on August 29, 1935.

The act itself is divided into three sections:

The first, providing for federal grants-in-aid to the states to assist them in financing their existing old-age pension systems.

The second part of the act is the old-age pension section. In reality it is a government annuity plan, whereby the federal government pays out at the age of 65 benefits to workers who have built up a reserve through their own and their employers' contributions.

The third section of the act deals with unemployment insurance. States which have provided no unemployment insurance set up will not have the benefit of this provision. California enacted such a law on June 25, 1935, which will permit California employees to receive the benefits as provided.

Old Age Retirement Benefits

The payment of contributions begins January 1, 1937, and retirement benefits begin January 1, 1942, for persons then qualified. Two stipulations must be met before persons can be pensioned: They must have earned at least \$2000 between December 31, 1936, and their 65th birthday, and wages must have been paid to them on some day in each of five years (in a non-exempted employment) after December 31, 1936, and before age of 65. The five years may be separated by periods of unemployment or by periods of exempt employment. In the case of an employee who reaches 65 before 1941 and contributes during

that time he will receive in lieu of monthly benefits, a flat sum of $3\frac{1}{2}\%$ of the total wages (not counting wages in excess of \$3000 for any calendar year) paid him after December 31, 1936, and before age 65. In this instance the \$2000 limitation of wages earned and the five year period do not apply. Thus, if he earned \$2000 a year for three years or a total of \$6000, he will receive $3\frac{1}{2}\%$ of that sum or a flat payment of \$210 instead of monthly benefits.

Contributions by the employee are based upon all wages up to \$3000 received during the year from any one employer, sums in excess are not taxable. The exception to this rule is where an employee works for more than one employer within the year. Should he earn \$3000 from each employer during the year the entire amounts so earned will be subject to tax. The rule being that the \$3000 limitation shall apply only to wages paid by one employer. The following amounts will be deducted from wages for the years noted:

1% of wages in 1937, 1938 and 1939
 $1\frac{1}{2}\%$ of wages in 1940, 1941 and 1942
 2% of wages in 1943, 1944 and 1945
 $2\frac{1}{2}\%$ of wages in 1946, 1947 and 1948
 3% of wages in 1949 and each year thereafter.

The employer contributes an amount equal to that deducted from the employees' wages.

The employer is compelled by law to deduct the proper amounts from the employee's pay on each pay day and is responsible for making this deduction and transmitting the money, together with his own payment, to the federal government.

The law does not provide for persons who work for the federal, state or local governments, those self-employed, people already past 65, farm help, domestic servants, casual laborers, ship's crew, railroad men, and employees of religious, educational, philanthropic or scientific institutions.

The amount of benefits paid to an employee will depend on the total wage received after December 31, 1936, and prior to age 65, in a non-exempted employment, not counting wages in excess of \$3000 for any calendar year paid by any one employer. The amount of benefits to be received each month is calculated as follows:

$\frac{1}{2}$ of 1% of the first \$3000
 $\frac{1}{12}$ of 1% of the next \$42,000
 $\frac{1}{24}$ of 1% of all wages earned in excess of \$45,000.

For example, if any employee who

works for thirty years after December 31, 1936, and up to the date he reaches 65 has earned \$60,000, his monthly benefits would be determined as follows:

$\frac{1}{2}$ of 1% of \$3,000	\$15.00
$\frac{1}{12}$ of 1% of \$42,000	35.00
$\frac{1}{24}$ of 1% of \$15,000	6.25

Monthly benefit \$56.25

Thus he will receive \$56.25 each month until death, provided he stops all work at age 65. Should a person retire at age 65 and then return to work from time to time, the pension check will be held up for each month in which he receives wages from an employment covered by the law.

The minimum monthly benefit is \$10.00 and the maximum monthly benefit is \$85.00.

If an employee becomes unemployed for a time and then goes back to work, his tax payments are picked up upon his return to employment, but his annuity at age 65 is reduced because he missed some of his payments.

The law provides that if an otherwise qualified employee dies before reaching age 65 and after contributions have been paid, his estate or heirs will receive a flat sum of $3\frac{1}{2}\%$ of the total wages subject to tax during the period. Likewise if an employee dies after reaching age 65 and after some benefits have been paid, his estate or heirs will receive $3\frac{1}{2}\%$ of the total taxable wages less whatever sums may have been paid as benefits.

Should an employee contribute for a number of years and is then unemployed or is retired several years before reaching age 65, he will receive no benefits until his 65th birthday.

The act expressly stipulates that the employee's tax is a tax on income and may not be considered as a deduction for income tax. The theory being that the tax is an investment and in all cases the employee, subsequently, will receive more than he pays out.

All funds contributed will be in the custody of the federal government and the assumption is that these funds will be set aside in trust funds for the benefits later to be paid out to beneficiaries in old-age pensions.

The act provides that if for some reason the employer does not turn the employee's contributions over to the government, the employee's qualifications to benefits are not affected. Also, the employee's rights to benefits may not be assigned or transferred and are not subject to attachment, garnishment or to the bankruptcy or insolvency laws.



NAVY CONSOLIDATED PATROL AIRBOATS, P2Y-1, OFF DIAMOND HEAD, HAWAII AREA
On Their Historic Nonstop Flight from San Francisco to Pearl Harbor in January, 1934,
Making a Seaplane Distance Record.

Official photograph, U. S. Navy
Courtesy of U. S. Air Services

Mesa Flying Club News . . .



WE have promised a group picture in this magazine for some time, and here it is.

Thanks to the service of the Company photographer, Otto Menge, we finally managed it; so, even though the complete membership is not present due to different co-ordination of duties we present in this illustration about 50% of our entire group just as they left their jobs when the Saturday noon whistle sounded.

We have three new members added this month: Mr. Birch, (Final Assembly), Mr. Ramstead (Accounting Department) and Mrs. Crittenden (Mission Hills); (yes, the judge's wife), with four more prospective ones coming up for voting on next meeting. We extend to these new members a hearty welcome.

The advance sale of tickets for our party at the Tavern Hacienda on Fourth and University for the night of December 11, has been very encouraging and it looks like most all of our CONSOLIDATED friends would be there.

Mr. J. Baker, our Treasurer, reports that the treasury is taking on a healthy complexion and wants to know *how* healthy it can be permitted to grow

without violating our non-profit standing. Well, the members reminded him of several items such as the club's need for two parachutes for that new Advance Trainer, etc., etc., so now, as he puts it, he "hasn't a worry left", except to keep the books and collect (from delinquents) which we might add is a man-size job.

We all feel that our secretary, Mr. Butterfield, is the least overworked of our officers, 'cause all he has to do after taking down notes of our meetings is to have the missus decipher them and type it all neatly into our minute book on the club's practically new typewriter. More power to you Tommy, bet the rest are jealous.

Mr. Leonard, our President, has shown what a real leader can do by not only presiding at meetings, appointing committees, and calling executive sessions to iron out all difficulties, but has also managed to put in over thirty solo hours on the ship.

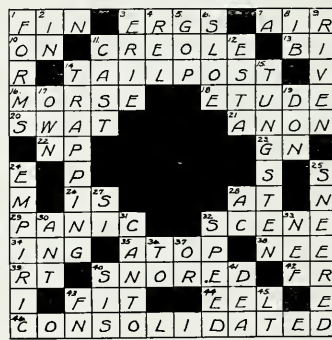
Our Vice-President, Mr. Knutson, has held himself ready to fill up any breach, which so far, has not occurred, and as he puts it himself, "Well, anyhow, I'm one up on Vice-President Garner of Texas, 'cause I learned how to fly and he didn't."

Mr. Hunnerman, our Social Director, is patting himself on the back lately due to his perspicuity in obtaining Mr. Griffith as his able assistant, and to whose cooperative efforts the success of our party is attributed.

The Operations Manager, Mr. Nesief, reports intensive activity at the field, with a new batch of solo pilots in the making, ready to turn loose shortly. He will turn in the names from time to time, of those who have accomplished their solo hops and of those who obtain their first pilot's licenses. As he puts it himself, "The only trouble I can think of, is the shortness of available daylight for flying during this winter. Our next ship ought to be equipped with night flying apparatus, in order that we may turn out the proper kind of night hawks and not the parlor variety."

We feel that our club has passed the purely experimental stage, as it has had an active existence for almost one year and that the benefits derived have not only been those of flying but a keener appreciation of our fellow members and a fuller understanding of the word "cooperation" in a unit where everyone is on an equal footing.

Answer to November Puzzle



MRS. C. F. MURKIN



KEN. MALTBY

WE WISH YOU ALL A

Merry Christmas

AND A

Prosperous New Year

CAMPBELL CHEVROLET CO.

1600 BROADWAY

FRANKLIN 1234



FRANK MUNSON



CAMPBELL for Chevrolet



If At First You Don't--

"That spider up there, defied despair,
He conquered and why cannot I?"

NO spider, but a very discouraged young man, in the person of Chuck Hibert, spent the past year in the kelp beds of the La Jolla shores trying to catch a fish but all his coaxing, cajoling, cunning or cussing couldn't entice any of the local sea denizens to bite at his carefully chosen lines.

Seldom did he make an appearance at home. His children ran for cover on rare instances when he wearily would bring himself around for a change of clothes or to give his face a haircut.

When his wife became angry it wasn't the heat so much as the humility. Being a lover of fish she would shyly walk into the neighborhood markets and pick up a bit of cod or a box of snacks.

After purchasing 4675 yards of line, 67 dozen hooks, 464 pounds of bait, 2 boats, 14 sets of oars, 9 reels, and 4 rods, he was ready to give up and do all his angling out of a sardine can.

Discouraged and disappointed he wrote his dad telling of his plight. In less time than it takes to tell it, his dad, who is Champion of all Pennsylvania anglers, grabbed an air liner and the next day was enjoying the sunshine and telling Chuck how it was done and arranging for a demonstration.

Before the sun got over Soledad Mountain the determined pair were out and the lesson began. In nothing flat the Senior Hibert pulled in a 20-pound Tuna, to be followed by 14 Barracuda of various lengths, 22



White Bass, 9 Rock Cod, 14 specimens of Halibut, 34 Sheephead and 2 old rods Chuck had lost. During all this time Chuck was still pumping his line.

With such a weighty load they decided to head for home and reluctantly Chuck pulled in his line and, lo and behold, hanging on the end was a 24-pound Halibut as the picture shows. The fish is the one with the smile.

Perseverance pays, as both Chuck and the spider will attest!

J. Donahue who holds forth in the crib in the Wing Department is trying to get a requisition for a boat that will float in cleaning solvent.

D. L. No. 4043 wants to know what makes Carl Goglin of the Wing Department so happy lately.

If you happen to pass Clyde Woodsum of the Hull Department and hear strange noises such as da-da-dit da-da-dit dit-da-da do not be surprised as Clyde has just completed a new wireless receiver and is just practicing the code.

Chet Holcomb, 4267.

MUSICIANS

The following have indicated their interest in some sort of a musical project: J. Famme, 284, Harris D. Ealy, 4344, J. B. Hill, 7160, Otto Kruger, 5277, A. C. Woener, 7226, and Tony Garfield, 4511. All those interested in forming an orchestra should contact Bill Gilchrist our new Welfare Director in the Employment Office.

Dick Senn, Captain of the Wing Bowling team is wearing a broad grin these days as his team is now out in front.

Congratulations are in order for Ed Reynolds of the Engineering Department. He recently announced his engagement to Miss Katherine Bone of San Diego. The wedding will take place before the first of the year.

J. Lockheed, 297.

Carl Underhill of the Wing Department no longer commutes to Los Angeles week-ends as his wife has moved to San Diego.

H. E. Nie, No. 895, wishes everybody a "Happy New Year and a Merry Christmas. And not too many headaches."

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To the Good Old PT-3

Base Aerea "Las Palmas" Barranco,
Lima, Peru, October 21, 1936.

I will try to give a brief history of the CONSOLIDATED PT-3 which has given, and is still giving, excellent service in the Peruvian Air Force. Naturally the old PT-3 is my most beloved airplane among the thirty odd ships that I have flown, and I have flown many types of ships of four nations including American, English, French and Italian. Having been trained in the U. S. Army Flying School at March Field, California, in 1930-31 where the PT-3 was used exclusively for primary training, and having flown my solo flight as well as my first eighty hours of flight instruction in a PT-3, I am one of its greatest admirers and actually consider the Wright J-5 powered PT-3 the best primary training ship ever built on earth. I have also had the good fortune to fly the well known and famous Peruvian PT at least three hundred hours of flying instruction. And what flying!

But to get along with the history, the PT arrived in Peru about the month of February of 1928, having been brought by a Mr. Wade and the greatest of all pilots, Jimmy Doolittle. After many test flights as well as pleasure flights, the old boy got down to business and answered the purpose for which it was built, instruction. The first class was made up of Peruvian officers, and the PT was practically the only primary training ship in the

service. The next class was made up of sergeants where the PT also did practically the whole job. Following the sergeants came a class of Cadets and as usual the PT carried the load. Sometimes it was powered with a Wright J-4 and sometimes by a Wright J-5 but so far as the ship was concerned, it was all the same. During the instruction of this class, the ship suffered an accident in another field some distance from Las Palmas. In an extremely hard landing the fore part of the fuselage closed in. However, for a PT that was a minor affair. They just put an automobile jack between the bent members, straightened them out and flew the ship home. Of course later it was reinforced for the sake of safety.

Along about this time they declared a revolution here in Lima and quite naturally the PT took part. They tied machine guns on it with rope, loaded it full of hand grenades and away she went. I have never heard whether it was on the losing side of the revolution or on the winning side, nor of how much value it was in the affair. Also due to its great dependability, it was taken on an exploration trip up north. When the tires were bad, they put on motorcycle tires and when there was no aviation gasoline, they put in automobile gasoline and it went on just the same.

Then back to instruction with another class of Cadets. By this time word had passed around that the old PT was getting too old and tired out to do acrobatics. It had suffered a minor accident in one wing due to a collision with another ship while

By Donald M. Kesler Capitan Peruvian Air Force

taxiing. This class was graduated rapidly and with few hours due to the conflict with Colombia.

And then I arrived and found the old PT to be the only primary training ship in the service at that time. There were sixteen students, eight officers from the Army and eight Officers from the Navy. We were two instructors, a Peruvian Captain and myself and we split time on flying the PT which was then powered with a Wright J-4. But soon the affair with Colombia was settled and the school began to organize. More students came in and more ships were put into instruction, including three *Curtis Fledglings* and a *J-6 Stearman*. Students and instructors were re-organized also and each instructor was given a ship and a group of students. The head of the School knew that I liked the PT so it was given to me along with thirteen students and we flew mornings and afternoons.

By now the word was passing around that the PT couldn't do acrobatics but I could see no reason why it couldn't as it looked the same to me as any other PT. So one Saturday I made a very thorough inspection of the old ship to see if all was in order and if there was any just reason why it couldn't or shouldn't do acrobatics. Finding all quite normal. I took off on Monday morning, gained altitude and flew over behind some hills to see if this PT was actually any different from the ones that I used to do acrobatics in back at March Field. After checking my parachute and safety belt, I tried a loop and found that it went off as loops should and, as I had expected, nothing broke nor even loosened up. So then I tried an Immelman, Revelman, roll, half roll, spin and everything that I had ever learned and found that nothing happened, as it shouldn't. From that day on the PT went on with acrobatic work the same as the day that it was built.

Throughout my instruction with the PT, it had many narrow escapes, principally due to carelessness on the part of the mechanics and the imprudence of the students. And one fine day it did crash. I had sent the student up to six thousand feet to come down in a spiral with motor idling and land on a given point. I cautioned him to make his last turn of the spiral high and to come in on a straight glide, but apparently he had better ideas. As a result he tried to close the last turn at a low altitude

and at stalling speed. The ship practically dropped from about twenty feet while drifting hard to the right. He broke the right wheel and turned the ship upside down and facing the opposite direction. The student was only slightly bruised but the PT looked bad. Some rumored that it had made its last flight, but not so. Actually the damage done was slight. One wheel broken, motor mount partly broken, one blade of the propeller bent, leading edge of one wing slightly damaged at the tip and one inter-plane strut bent. In about two weeks and at practically no cost, we had the ship in the air again and going on with the instruction.

After a few months more the French instruction ships arrived and the PT was rather put in the background. We rigged it up to pull a sleeve target for gunnery practice and it did the work well. However, the motor was well worn and rapidly losing power so the ship was retired and let sit out in the weather.

Soon along came another re-organization and the PT was taken apart and sent to the central depot in Callao and was to be given to the Aero Club. But its reputation could not let it sit idle and it was taken out and sent to the Faucett factory where it was completely overhauled and recovered. In a short time it was put back into service again and sent to the base up at Chiclayo where it is today and is giving as good service as any other ship in the Peruvian Air Force. And I am hoping that it again finds its way back to the school where it belongs.

The exact number of hours that the ship has flown are not known but it is somewhere between three and four thousand hours. I am certain that there is no one in the Peruvian Air Force who doesn't know and admire the old PT. Even throughout the civilian population it is well known. So in closing let us take a drink to the famous old PT-3, the most noble training ship ever built on earth.

Around the table tops in the Carpenter Shop Annex (De Luxe) a conversation has been going on for some time between a confirmed bachelor, Mr. M. Knutson, and a newlywed-to-be, Mr. Allen Nye . . . one exalting and defending the sacred bonds of matrimony, the other berating them. Inasmuch as neither has taken the plunge, how can they debate the subject. Jump in boys, and then tell us how the water suited you.

Contributed by 7610.



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K. R. JACKMAN

ON more than one occasion, those in charge of some structural strength tests have heard comments by spectators such as, "Those engineers are always breaking up airplanes," or "We rushed for a month to build this tail surface and then they wreck it in two hours." Of course, such statements are usually made in the spirit of fun but there may be apparent justification for such comments in the minds of those who are not familiar with the work of the Structural Testing Group and who judge only by the destructive tests they see in progress in various parts of the CONSOLIDATED plant. It is the writer's hope that, after describing the duties of the Testing Department and the up-to-date equipment used in the tests, all will realize that, instead of being "Wreckers", the engineers making tests in the shop are checking and proving the strength and safety of our flying boats.

With the recent expansion of our plant, adequate provisions have been made for a well-equipped Physical Testing Laboratory in the small building between the Final Assembly Department and Lindbergh Field. The Physical Laboratory occupies the northern end of this building, while the Chemical Laboratory and the Photographic Laboratory share the southern end. The layout and equip-

ment of these three laboratories are a credit to CONSOLIDATED and the realization of a long-felt want, as Chemist Galvin, "Tom" to most of the boys in the shop, and Photographer Otto Menge, will attest; that is, if one can intercept Otto on one of his picture-taking expeditions inside a PBV-1 boat or on his way "upstairs" in our Fleetster for another "shot" of the plant.

Fig. 1 shows the general layout of the Physical Testing Laboratory. On the extreme left is the 200,000-lb. Southwark-Emery testing machine. This newly acquired hydraulic machine can put the 100-ton load in either compression or tension on specimens up to seven feet long. Fig. 2 gives a front view of this machine during a shear test of a plate-stringer combination. The instruments attached to the specimen are Huggenberger extensometers, the uses of which are described in some detail later in this article. The 50,000-lb. Riehle testing machine, operating on the balancing beam principle, is shown on the extreme right of the picture. To obtain accurate strength tests of fabrics, thin sheets, and spot-welded specimens at low loads, CONSOLIDATED recently purchased a 5000-lb. Tinius Olsen tensile machine, on which loads may be read in as small as $2\frac{1}{2}$ -lb. increments. This machine is shown in Fig. 1, in the far corner of the laboratory.

The work of the Test Department varies from the contract structural tests necessary on each new airplane order to experimental tests on new materials and processes. Each airplane contract usually calls for proof (yield point) or destruction tests of such major structural items as wing cells, tail surfaces, hull bottoms, and control systems. Then there are literally hundreds of compression and bending specimens to be tested each time a new type of stringer is used in stiffening the wing or hull skin. Such seemingly insignificant items as the size, spacing, and type of rivets used in a given design are given careful attention by the Test Group and additional tests made on new types which may make for more economical shop procedures or more efficient structures.

Such new materials as the synthetic

rubber compounds of Duprene and Thiokol used extensively in the shop as gaskets and in fuel-tight joints were thoroughly tested by the Test Group for physical properties and by exposure to salt air, heat, and sunlight before being recommended for utilization in production. All the water-proofed material used as engine and cockpit covers must be thoroughly tested to meet rigid requirements as to weight and the resistance to penetration of oil, gas, and water.

The Test Group has its important part to play in the originating of new types of structural design. Well do some of the members of our shop remember the many shear specimens built and tested in an effort to arrive at an accurate design procedure for the spars, bulkheads and keel trusses of



By K. R. JACKMAN . . .

Engineer in Charge of Physical Testing

Wreckers''

the new XPB2Y-1 flying boat. Incidentally, the three things that apparently most interested shop spectators of these shear beam tests were; first, the large amount of distortion and the formation of deep spar web wrinkles under load which, upon relief of the load, would completely "ironout" without any permanent set; second, the size of the bending load that a rather fragile-looking but well-designed beam could withstand before failure; and third, the accuracy of the Huggenberger or DeForest extensometers in measuring the strain and, thus, indirectly, the stress in any desired location on these specimens. Fig. 3 shows instruments of the DeForest type in place on a typical shear beam. These extensometers, weighing less than one ounce each, are capable of

measuring changes of length of the material to which they are attached accurately to one-half-ten-thousandths of an inch.

In some instances, the structure to be tested is so strong that the application of load becomes somewhat of a problem. Such a case is shown in Fig. 4. This portion of an all-metal wing supported more than two tons of shot bags before failure. With such heavy loads there is always danger of overbalancing the shot bags with a possible resultant injury to the specimen or testing personnel.

At rare intervals the Test Group is asked to proof-test or test to destruction a full-scale wing. Such a project involves thousands of man-hours of labor for preparation before the comparatively few nerve-racking hours of actual testing. Many CONSOLIDATED men remember the full-scale XP3Y-1 wing proof load and destruction test made in Buffalo. Fig. 5 gives some idea of the setup required for such a test. Aside from the shop work on the fullscale test center-section and outer panel, more than a month was required to assemble and weld the 23-foot high structure to hold the wing. Hundreds of hours of engineering time was spent planning and rechecking this test to prevent premature failure that would endanger life or property. Large scaffolds and platforms had to be constructed to hold more than 20,000 lbs. of shot bags which had to be hand-handled in testing this wing. After all the months of planning and labor the eventful day arrived for the destruction test and, in eight hours, the center section was loaded to failure at a point sufficiently above the design load to insure the economical use of the structural material. It is needless to say that such a large scale test, while spectacular to watchers, is of great concern to the Test Group, whose responsibility it is that everything is assembled on schedule, is of adequate strength, and is carried on without danger to the testing personnel.

In the near future, the total wing of the XPB2Y-1 flying boat is to be proof-tested at the CONSOLIDATED plant. This test will involve 150,000 lbs. of shot bags and again require weeks of planning and construction before the final few breath-taking hours of test. Let it not be said by a chance bystander that the "Wreckers are at it again," but, rather,

that the Test Group is insuring the safety of the PB2Y-1 squadrons which, we hope, will be operating in the years to come.

While working in the Experimental Department for a few nights, I heard the following conversation coming from a couple of fellows who were working on the empennage.

"Say, Bill, there's one thing I can't understand and that is, after making these boats fireproof and practically bullet-proof and everything, *why the government lets us make this one out of wood.*"

Mechcomically Submitted by
George E. Terrill, 4027.

The Engineering Department seems to lack a proper correspondent for the CONSOLIDATOR and, due to this lack, the news is not being published. "Butch" Gerteis has been sorely neglected in the matter of a notice concerning the birth of "Baby Butch," otherwise known as Robert L., on the first of September. This is rushed to the CONSOLIDATOR to stave off a complete blow-up of "Butch" over the whole matter. E.M.

Last week one of the younger lads was sent to the Paint Department for some anodize paint. From the Paint Shop they sent him back for requisition. He was given the requisition and told not to return without the paint. Twenty minutes later he returned with a representative from the Paint Department who asked what Anodize Paint was. If anyone finds a formula for this paint I'll give a dollar for it. F. K. Westphal, 4155.

Ask Newt of the Carpenter Shop about his trip to Alaska. Some trip. No. 882.

Then we have the girl and her aunt who were going home with their pay checks. They were stopped by a hold-up man who took the girl's pay and her aunt's pay. 3431, Smitty.

Paul Kneip No. 2337 of the Tank Department, recently married Miss Evelyn Grauel of Los Angeles. Best of luck, Paul.

Wedding Bells rang for Bernard Raby and Miss Sadie Bushner in Tia Juana on Thanksgiving Day. No. 619.

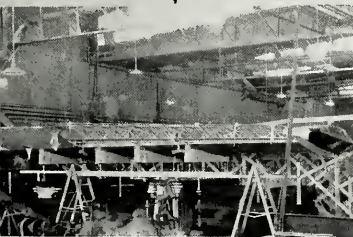
The Editorial Staff extend their best wishes to the CONSOLIDATED employees for a very Merry Christmas.



Fig. 4



Fig. 5



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Argentine Training Ship

By Teniente de Navio

ERNESTO MASSA

AGAIN I am going to write something for CONSOLIDATOR'S columns, this time about a theme which is particularly a pleasure for me: the Argentine Naval Training ship "Presidente Sarmiento" which, besides her large campaign of navigating all the seas of the globe completing her double mission of instructing our midshipmen and carrying our message of peace and friendship to all the countries of the world, has filled her name with glory and her hull with traditions. Glory and traditions are the pride of our Navy and of our people who have a profound affection for the ship.

Her history dates back forty years. She was ordered to be built in the shipyards of Birkenhead, England, in the year 1896, for the single purpose of a training ship and since then until now each year she has taken aboard the graduating class of the Naval Academy, whose courses cover four years in the Academy and the last year on a ship, for long cruises of instruction. She has taken these young future admirals and acquainted them with the seas and the marvels of the world, before graduating as officers. Since 1922 the ship has been commanded by officers who made the cruise on board her. In these days there are no line officers in our Navy, except two Vice-Admirals, who have not made that trip before graduation. The ship is constructed of steel and rigged as a three-masted sailing vessel, also containing steam propulsion.

She is 270 feet long and the height of her mainmast is 150 feet above the sea. Her tonnage is 2750 and she is armed with four 3-inch cannons and 6 smaller. Her crew, not counting officers and midshipmen, is 250 men.

She has made 36 complete cruises and is completing now the 37th. During those voyages she has visited 81 different ports, in some of them many times. She has visited this country many times, having been three times in Annapolis, twice in Baltimore, three times in Boston, once in Philadelphia, once in Charlestown, twice in Hampton Roads, 11 times in New York, once in New Orleans, once in Newport News, once in Newport, R. I., once in San Francisco, once in San Diego and three times in Washington,



without counting the recent visit to Los Angeles and San Francisco, where she was last month.

During her stay in Los Angeles, the midshipmen and a few officers made a short trip to San Diego during which they visited the Naval Air Station, Naval Training Station, and the Marine Barracks, and they were feted by the Chamber of Commerce with a luncheon and by the Commandant of this Naval District, Admiral Sinclair Gannon, with a delightful supper dance at his residence. Our men were very pleased by these kind demonstrations.

In spite of our wishes it was impossible to gain from the Navy Department the necessary authorization to visit the CONSOLIDATED plant, in which they were very interested.

In the almost forty years of her life, the Sarmiento has cruised 950,000 nautical miles, carrying our flag over all the seas; under all skies. In the different countries, she has been boarded by numerous personalities, among whom I shall mention President Taft, of the United States, who was on board the 26th of October, 1910, the Czar Nicholas II of Russia, Kaiser Wilhelm II of Germany, King Carlos of Portugal, King Alfonso XIII of Spain, Infanta Elizabeth of Bourbon, the presidents of Mexico, Venezuela, Chile, Uruguay, Panama, Brazil, Germany, Finland, and many others.

Our old and beloved bark, whose

"Presidente Sarmiento"

picture is illustrated on opposite page, with all her sails in the air, is now making her penultimate cruise. The next will be her last and later she will be retired from service and replaced by a light cruiser now in construction in England. The active life of the traveler will be terminated and no more will the distant skies return to contemplate her fading silhouette on the oceans of the world. But her end will not be that of almost all the ships too old to face the fury of the seas; she will not be abandoned at some dock; nor sold for scrap steel. The country, thankful for her great ser-

vices, will convert her into a Naval Museum forever, ending her magnificent history.

I was aboard her several days in Los Angeles and the emotion of again treading on a part of my country, after a year and a half of absence, was increased by being on board that historic ship, which to my eyes has an unmeasurable beauty and on which I spent one of the most interesting years of my career. But it is not exactly for her beauty that we admire and love her; we admire and love her from the depths of our hearts for all she has done in her life.

VISITORS' COLUMN

During last month, we were happy to welcome, among many others, the following good friends:

Major F. M. Brady, Air Corps, ferrying the last PB2a to Langley Field, Virginia.

Major R. C. Moffat, Air Corps, stationed at Rockwell Field.

Major C. E. Duncan, Air Corps, Mitchell Field, L. I., N. Y.

Messrs. C. W. Deeds, T. E. Tillinghast and W. P. Gwinn, Pratt and Whitney Aircraft Corp., Hartford, Conn.

Messrs. Richard Archbold and R. R. Rogers, American Museum of Natural History, New York City. Mr. Archbold, an explorer of note, has sponsored and personally led several expeditions to Madagascar and New Guinea. He is an ardent advocate of air travel for business, pleasure, and exploration, which latter is to Mr. Archbold a combination of the first two pursuits.

Messrs. A. A. Priester and W. A.

Del Valle, Chief Engineer and Assistant Chief Engineer of Pan American Airways, New York City. Mr. Priester mentioned that he had traveled over twenty thousand miles to visit his friends at CONSOLIDATED. True enough, as he had just returned from a round-trip transpacific flight aboard a P.A.A. clipper.

Mr. D. D. Cook, Bureau of Air Commerce, Washington, D. C., accompanied by our own Uncle Joe Brennan, inspecting the fine seaplane ramp which the Harbor Commission is gradually installing on Lindbergh Field.

Transcontinental and Western Air's Traffic Organization visited CONSOLIDATED in full force. Included in the party were Mr. J. B. Walker, Vice-President, Messrs. John Graves and George Cussen, Central & Western Region Traffic Managers, Messrs. Cocke and Fullerton of the Los Angeles Traffic Staff and Mr. Clancy Dayhoff, of the Publicity Department.



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The Aviation Committee of the Chamber of Commerce

By Thomas F. Bomar

THE Aviation Committee of the San Diego Chamber of Commerce was organized early in 1927 with Major T. C. Macaulay as chairman. The original purpose of this committee was to make plans for a municipal airport in San Diego. The committee gave consideration to several possible locations for this airport, and finally decided upon the present site on the shore of San Diego bay south of the U. S. Marine Base. The committee, in conjunction with the Harbor Commission, prepared plans and cost estimates, and finally decided that the proposed airport would cost \$65,000. Arrangements were made to place on the municipal ballot an item providing for \$65,000 in bonds for the construction of this airport. The Aviation Committee conducted a strenuous campaign in favor of this bond issue, with the result that the election carried by a wide majority.

Construction work on Lindbergh Field commenced early in 1928. The field was constructed by dredging a turning basin for ships adjacent to the municipal piers, and pumping the dredged material on to the airport site, thus accomplishing two purposes at once. The original plan was to have a 3000-ft. diameter paved landing area, half of which would be on Marine Corps property, and to have the U. S. Marines make joint use of this airport. This plan was found impractical and was soon abandoned.

On May 10, 1927, Lindbergh had taken off from San Diego in a Ryan monoplane on his solo flight to Paris. Quite naturally the name Lindbergh Field was given to the San Diego municipal airport.



From that beginning in 1927, the Aviation Committee has continued its interest in the growth and development of Lindbergh Field and has been responsible for much of the development on this airport. The committee was responsible for securing an A1A rating for Lindbergh Field, and also the rating of Permanent Airport of Entry. The committee has had a part in locating the CONSOLIDATED AIRCRAFT CORPORATION on Lindbergh Field, and has been instrumental in securing the air base of the U. S. Coast Guard, the base for the U. S. Army Air Corps Reserve, etc.

The Aviation Committee carried on successful campaigns to secure air mail

service for San Diego, with the result that United Air Lines, Western Air Express and American Air Lines gave service to this city. The committee was the active leader in securing service over the Southern transcontinental route. Credit for the establishment of this Southern route belongs almost entirely to this Aviation Committee.

Having secured air mail service, the Aviation Committee has consistently cooperated with the air lines in interesting San Diegans in air travel and air mail. The result is that San Diego is today the greatest per capita producer of business for the air lines.

The Aviation Committee is vitally interested in making Lindbergh Field a safe airport. Definite recommendations have been made from time to time for the solution of traffic hazards on the airport. At the present time the committee is considering a suitable signalling system to warn other planes of the approach of transports. Eventually, a control tower such as is in operation at many large airports, will be necessary at Lindbergh Field.

It is important to all pilots flying in the San Diego area that a voice transmitter be installed on the radio range beacon at Lindbergh Field to broadcast ceiling and visibility at frequent intervals. The Aviation Committee has the cooperation of the air lines, commercial fliers, military and naval fliers, in its efforts to have this transmitter installed. The Bureau of Air Commerce has definitely promised the Aviation Committee that this equipment will be made available at an early date.

The committee is also interested in

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having an auxiliary radio range beacon established on North Island, so that naval fliers may break through overcast at a point a considerable distance from the Lindbergh Field range beacon, thus avoiding the possibility of collisions between naval and commercial planes.

The Aviation Committee has handled the entertainment of visiting aviation celebrities and has handled the details of air races, special air maneuvers and numerous other aviation events.

The committee is composed of 50 men and women interested in aviation and willing to devote their time to its development. In the membership of the committee are representatives of the Army, Navy and Coast Guard, and commercial aviation companies, as well as retired pilots and others formerly active in the air game. The present chairman of the committee is Jack Hicklin, Assistant Cashier of the First National Trust & Savings Bank, who is a private pilot and a member of the Sheriff's Aero Squadron and of the Army Air Corps Reserve unit; vice-chairmen are Edgar N. Gott of the CONSOLIDATED AIRCRAFT CORPORATION, and Chet Wohler, proprietor of the Master Cleaners, who was a war-time Army flier.

The Aviation Committee meets at luncheon at the Lindbergh Field Cafe on the second Friday of each month. Visitors interested in aviation are always welcome. Incidentally the committee has maintained this particular meeting date unbroken since its inception in 1927. This is one of the most active and best attended committees in the Chamber of Commerce.

"THE HULL TRUTH"

I retract that statement of last issue about "180" McKune; he modestly admits his bowling average is only 179.999—yawsah!

We all like that "Spanky-Bay" hat Tony Carlos wears. What college Tony—Vassar?

"Pablo" Bear, the boy from Panama, has abandoned his mustache. Can it be some maiden objected—we wonder.

We also see Roscoe Lane missed a place when he shaved—Clark Gable had better watch his step!

We notice George Schneckwer has lost considerable weight lately. Can it be from worrying?

We think "Willie" Foster should move his baggage up to a certain young lady's house. It would save money on gas and oil, Bill.

Sandy Curtis wrote a note to Santa

Claus, "And, please give me a high hat and a pair of spats."

Johnny Zamiska will be going native on us shortly. We see him start to take his shirt off every once in a while. When do we join, Johnny?

Every morning when Harry McEwan gets to work his first words are, "Is Farnworth here?"

Drew Clark admits the Marines have landed and have everything in hand; which hand, Drew?

I told her she had teeth like the stars but I didn't know they came out every night.

Do you follow me, boys?

Your Keyhole Gazer,

Bob Farnsworth, 5046.

Larry "Winchell" Boeing is recovering from a black eye suffered from the impact of a door knob when the door was opened suddenly by a prominent La Jolla citizen.

'Tis said Larry was gathering a news item for the CONSOLIDATOR.

One of the boys in Bill Armstrong's department has a new Olds with steer horns and a CONSOLIDATED sticker. We hear that this car has a good "pick-up". How about it, Eddie?

F. Boyle, 4185.

Christmas Food Values



We know you are interested in your Holiday Dinners.

When you think of Food Shopping think of Safeway Stores.

Here you will find the finest in Poultry and Meats, fresh, crisp Celery, Cranberries, Apples and Oranges. Special Holiday Foods. Walnuts, Candies and everything that goes to make a real Christmas Festival.

Let us help you with your Menu problems.

SAFEBAY STORES

and MACMARR

DAILY DOINGS

We understand that the strange look on Bill Bowlen, night leading edge pusher, last Friday night, was due to the fact he was fighting a devastating illness that would have rushed him off to the Howdy Club dance at the San Diego Hotel. Congratulations on your victorious battle, Bill. No. 4062.

On Thanksgiving day Plates, No. 1932, celebrated his sixth wedding anniversary. Those present were; the host and his wife, Mr. and Mrs. C. E. Mills, Mr. and Mrs. T. H. Mills, and Mrs. Sue McKinney.

The "flap, flap" one hears in the vicinity of the Carpenter Shop is not the wings of a sea gull but are Mr. Curley Gordon Durward's knee pads rubbing against a swell case of housemaids-knee.

H. E. Nie, 895.

Another happy couple, Eleanor Chambers of Buffalo and Herb Hawthorne of Final Assembly, were married November 23. The residence of the bride and groom seems to be a deep, dark secret.

Cash Stall.

"Red" Wilson of the "Uncovering" Department is accepting congratulations and bouquets for his recent promotion to Assistant Lead Man. The boys had him guessing as to where he wanted to put his desk.

Schonberg, 627.

E. J. Loesh, No. 3489, Plating Department, and Miss Lorraine Skaggs of Topeka, Kansas, are to be married Saturday, December 19, 1936.

Good Luck, Earl! (3491)
(6356)

Received a good article on the first flight of the Wright Bros. from Fred Harger, No. 1217. Thanks, Fred.

George Stawkis and Edith Jesseling were married the day before Thanksgiving at St. Joseph's. Congrats!

No. 619.

"BUCKERS LAMENT"

It's a game that they play in the factory.
It's a game in which I never have luck,
It's a game known the length of the assembly line

As the game of passing the buck.

It's the Inspector that starts the game going.
When he comes to inspect the old boat.
You can tell he is going to begin it
By the way he starts clearing his throat.

As he stops with his hand on a rivet
And squints at the ship with his eye,
Then, "Foreman!" he says sorta gruffly,
"This rivet needs a little more dye!"

The Foreman turns red as a poppy,
His ire rising deep inside,
Rushes off, down the department,
Out for a Lead-man's hide.

Then the Foreman leaps on the Lead-man
And the Lead-man loses his smile.
Then the Lead-man hunts for the Rivet-boss
And abuses the old boy for a while.

And the Rivet-boss grabs off the riveter
And the Riveter just looks at the sea
Until the Boss is thru talking.
Then the Riveter turns on me.

For it's ME that has to scrape her and paint her,
From wing tip to rudder and wheel.
And it's me that has to buck all her rivets,
Even tie her on to her keel.

And it's me has to stand all the cussing,
All the raps and never a plea.
For no matter what the trouble is up higher,
It always drops down on me!

So the game keeps passing and passing.
'Till it gets to the lowliest one,
Which is me—there ain't nobody lower.
When the game gets to me, it's done!

As a game, it may do for the leaders.
They play it whenever they can.
But it's something I haven't any use for
'Cause I'm the unrankinest man!

Jo Raeburn, No. 4571.

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IN "UNION" THERE IS STRENGTH

Hello!!!

Introducing several new members in the CONSOLIDATED family who have recently started in the tool room:

M. J. Warwick (No. 1333) hails from Springfield, Mass. He has also lived in Hartford, Conn., where he worked for Pratt and Whitney Aircraft Co. for a number of years. He says his car turned over three times on the way out here—otherwise the trip was uneventful.

Eddy Sylvester (No. 1689) was Asst. Manager of the Mission Theatre before coming to CONSOLIDATED. He was originally from Philadelphia.

E. M. Anderson (No. 1574) was formerly with A. B. Dicks Co. of Chicago, manufacturers of the mimeograph. He was head of maintenance and machinery repair and also tool maker. His hobby is boating. He was Rear Commodore of the Columbia Yacht Club, the oldest yacht club in Chicago.

E. M. Wright (No. 1531) came to San Diego from Detroit, Mich., where he was employed by the Detroit Aircraft and also in the Experimental Department of General Motors.

Don Wilkerson (No. 1336) owned the Advance Engineering Co. in St. Louis, manufacturing metal stamping dies. He saw service in the Navy during the war where he was Machinist's Mate, first-class.

Slim Bunnell (No. 1299) is the latest addition to the tail buck assemblers. Before coming to CONSOLIDATED he was in charge of all heavy dies at Davis Tool Engineering Co.

Fred Evrard (No. 1559) was formerly with Westinghouse at Cleveland, Ohio, for twelve years.

Bob Mixon (No. 1550) completed 11 years and 11 days in the army before coming to CONSOLIDATED. He was stationed at Rockwell Field for five years and at Maxwell Field, Alabama; Luke Field, Hawaii, and Ft. Benning, Georgia.

Bob Abels.

There comes a time in every engaged man's life when he wants to throw out his chest and let the world know about it. That time seems to have come to Dan Brown No. 4398, "one of Hatches little boys." Best wishes and congratulations, Dan.

F. K. Westphal, 4155.

We hear "Bed Lamp Charlie" made the Hall of Fame or should we say "Wall?"

Wedding Gongs and Bells

On December 6th D. A. Wright of the Hull Department decided to take the big leap. His wife is the former Miss Betty Anne McKenzie of Troy, Ohio. The couple will be at home on or after December 15th at 2878 Juniper St.

The hull Hull Department wishes the newlyweds a hull lot of happiness. Schonberg, 627.

If someone would inform him as to what time the milkman passes "Howard's Cafe" each A.M., a certain fellow in the Planning Department might get an early ride home sometime.

Bob M., 711.

We hear that Art Hubbard was called by his foreman and asked why he had not completely filled out the questionnaire that had been given to him. It seems that in the space "color of hair" Art had placed only a dash. Art looked at the questionnaire intently then chuckled and said "Shucks, that isn't a dash, that's a minus sign."

C. B. Maupin, 852.

Bud Martin of the Hulls would like to know "If thar air eny of them Shif'less Coys Onywheres hereabouts."

Sure wish I could get my moustache to look like Dell Warren's.

SPECIAL

to Consolidated families
with a housing problem

SEEING IS BELIEVING!

Twenty model homes are now under construction by leading San Diego builders in

BAY PARK VILLAGE

San Diego's NEW Close-in Subdivision

Bay Park Village was actually planned and is being built to meet the requirements of those who, like Consolidated Aircraft Corporation employees, have need for model homes at nominal cost.

You really have to see Bay Park Village to understand what we are talking about. The beauty of location, the short distance to Consolidated and downtown, the attractiveness of the homes and their exceptionally low cost will appeal to you. This is the home-owning opportunity you have been looking for, where "rent money" can make the dreams of your own home come true!

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We have told you how, at Peterson's Home of Ideas on Pacific Blvd., you can complete every step in home-ownership, from F. H. A. financing right on through. You owe it to yourself to take advantage of this important part of Peterson service.

SEE BAY PARK VILLAGE THIS WEEK

Drive North from Consolidated on Pacific Boulevard—9 minutes north of Broadway

A PETERSON REALTY DEVELOPMENT

The Mock-Up Board

By
D. M. Carpenter

THREE weeks of hectic night and day activity initiated our "X" department into the knowledge that anything can be done in a hurry if you only put on enough speed. The constant pound of the Ryan drop hammers next door was not needed to keep this crowd awake. Not they! They were out to make the speed of an angry beehive look like the deliberate pace of an ancient glacier. Jack knife carpenters, Rube Goldberg inventors—in fact specialists of all kinds except those of the Chic Sales school lent their talents to the occasion, rounding out the ideas of our engineers with many times drawing board speed. With room and to spare for everything—everything was moved from place to place a dozen times. It is rumored that our enthusiast had the anchor davit projecting from the stern before a sympathetic friend directed his efforts toward the other end of the ship. We know, for a fact, that the arsenal was first located in the galley, but later moved to the gun room—this bright idea enabling the designers

to work in a capacious ball room with no sacrifice to other desired characteristics of our new super-ship. True, there was no waxed floor nor grand piano, but with all the space available perhaps minor items such as these may be included under government furnished material.

Armistice Day came and went, with no abatement in the rate of activity. Next morning, however, quiet prevailed in the secret sanctum of the mock-up enclosure. The special side door was opened by the guards and members of the Board were admitted within to gaze upon our ponderous flying steam roller. First—and subsequent—reactions were excellent. Commander F. W. Pennoyer, with two assistants, Lieutenant-Commander J. B. Lyon and Lieutenant T. R. Frederick, all from the Naval Air Station, San Diego, studied the situation carefully from the standpoint of maintenance and overhaul. Lieutenant-Commander W. D. Sample represented the Plans Division of the Bureau of Aeronautics, giving consider-

ation to the general suitability of the ship to meet the Navy's needs. Lieutenant A. R. Sanborn, who has the patrol plane class desk in the Bureau, was on hand to insure general compliance with specifications, particularly from a structural standpoint. Lieutenant-Commander R. E. Jennings, from the Board of Inspection and Survey, looked the ship over thinking of the problems he will encounter later as senior member of the Trial Board when test flights are conducted in a few months. One of his prospective assistants for Trial Board tests, Lieutenant C. H. Duerfeldt, from the Naval Air Station, Anacostia, was also on hand. Lieutenant-Commander W. G. Switzer, from the Bureau, looked over our armament installation; Lieutenant-Commander W. L. Rees, our instruments and navigational arrangements; Lieutenant S. B. Spangler, the power plant installation; and Lieutenant C. L. Miller, the radio and communication layout; these officers all being from the Bureau of Aeronautics. Last, but not least, we also had Lieutenant-Commanders R. L. Fuller and J. B. Sykes, who command the two patrol squadrons at North Island. These officers were primarily interested in the characteristics of our ship from an operating standpoint, although Lieutenant-Commander Sykes also lent his advice concerning the armament installation, he having had the armament desk in the Bureau during his last tour of duty there.

A week of careful consideration by these officers resulted in comparatively few changes in our mock-up as originally presented; these few being considered well worth while by all concerned. Altogether, we feel more than proud of the success of our undertaking. We have only a few questions to ask. Who put the sign "Unexpected Events" on the neat little canvas cradle designed to hold the sea anchor? Who was the enthusiastic painter who followed every job so closely that all hammer handles appeared next day with gaudy color effects?

We also have at least one important answer. The spirit of team work and enthusiasm demonstrated by all concerned with this project assures success in any undertaking. Orchids to all hands who helped to get our "X" department underway.

We wonder whether it is the "Draft" or the "Bored" that makes it so hard to chisel pencils in the Engineering Department. 834, Chips.

Steve Kecses, 7155, says, "How about reviving the good old sport of Gliding?"



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GOING UP!

Ernest Johnson, who has so ably held down the Sheet Metal Inspection Department, has been appointed to the Navy Inspection Service.

He is an old timer as far as aircraft construction goes, and has seen service at the Naval Air Station at Lakehurst, Detroit Aircraft Corporation, Goodyear Zeppelin at Akron and Martin at Baltimore, before his connection with CONSOLIDATED.

Everyone here wishes him the best of luck on his new assignment and are more than pleased to have him stationed with us.

Ernie still carries a Balloon Pilot's license and you might see him up in the air at any time so "make it like the blue print, boys." Congratulations and best wishes for continued success.

WELCOME

Albert Marinick, formerly of the Martin Co., and Great Lakes Aircraft, is now doing duty in the Inspection Crib. Welcome to CONSOLIDATED, Al.

Roger S. Johnson, No. 5522, was trying Ed Dieling's kayak in Mission Bay a couple of Sunday's ago. After great difficulty in getting his broad shoulders (lower) inside the boat he then turned over and, after much effort, came up gasping.

R. K. Miller.

SHOP GOSSIP

The removal of the Stock Department to the New Building will be greatly appreciated by the Tool Department Supervisors.

With an increase in floor space, jobs will be again assigned to the men according to their ability rather than by the size of their waistline.

Gordon Paul, No. 830, has asked Santa to bring him a picture of Bilge as "Little Eva" in "Uncle Tom's Cabin." No. 892.

Prominently posted on the Millwright's Bulletin Board in this very fine bit of advice:

Whatever you say in your morning prayer be sure to include:
"Oh Lord, please help me to keep my nose out of other people's business today."

Donald Wright of the Hull Department states that he will not be soloing after the first of December. His new co-pilot is Miss Betty Ann McKenzie of Troy, Ohio. Congratulations, Don.

A Blue Print and Drawing class is held at Washington School corner State and Elm Streets, from 1:30 to 3:30 p. m. Monday and Friday, for the benefit of the night shift. If interested, come.

J. A. Mello, 4266.

Richfield Service Richlube Lubrication



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Opposite Marine Base on Pacific Highway

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CHRISTMAS FOR THE
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**Firestone
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You will find our Complete Service facilities both convenient and satisfactory... Modern equipment plus a "Personal interest" assures the type of service that wins new friends and pleases regular customers.

We appreciate the patronage of Consolidated Aircraft Corporation employees and you'll find us alert to meet your demands ... a square deal ALL-ways at Neuner Bros.

Day and night service



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By Cash Stall

The symbolic Owls, Eagles and Hawks of the bowling league were cast aside during Thanksgiving week in honor of a real bird—King Turkey. A turkey was awarded to the one bowler in each division who bowled the highest score based on a handicap.

To establish the handicaps, the fol-

lowing were placed as scratch men in their respective divisions: Harry Miller, Hawks, average 175; R. Wise, Owls, average 162; J. Braun, Eagles, average 175. The final results of the playoff matches showed that B. Jacobs, Hawks, with a gross average of 224, Martin, Owls, with a gross average of 220 and D. Martin, Eagles, with a gross average of 207, were the turkey winners. Incidentally, all three agree that on the fourth day after Thanksgiving, turkey, in the then unrecognizable form, becomes very interesting.

In the Owl division the Final Assembly players were known as the champion "hooters" until they met the Tool Room. It is said that the Tool Room virtually "talked" them off the alleys.

At this stage of the bowling season it would be difficult to predict the winners of the various divisions; the top teams are so close that anything can happen. However, the Stock Room seems to have a definite cinch on last place in the Eagles' League; the Spar and Tool Room are battling for the "dog house" position in the Owls while the Metal Bench and Draw Bench have the same status in the Hawks.

HAWS

	Won	Lost
Wing	26	10
Hull	23	13
Paint Shop	18	18
Office	17	19
Machine	15	21
Inspection	15	21
Metal Bench	15	21
Draw Bench	15	21

EAGLES

	Won	Lost
Tank	24	12
Engineering	20	16
Wood Shop	20	16
Tool Room	20	16
Final Assembly	19	17
Maintenance	16	20
Sheet Metal	16	20
Stocks	9	27

OWLS

	Won	Lost
Welding	24	12
Hull	23	13
Final Assembly	22	14
Paint Shop	19	17
Wing	15	21
Sheet Metal	15	21
Spar	13	23
Tool Room	13	23

SHEET METAL BOWLING TEAM

I'm sure I have the most enthusiastic bowling team ever teamed up together. As much as we get beaten, our hopes are that soon we will have a winning streak and it will be our turn to chalk up a winning evening for a change.

We are, gradually, to date, seeing each other's faults, and now all we have to do is find out our own troubles and then I'm sure our bowling will improve.

A word of warning, other teams. Keep 'agoing! We are going! We are going to crash those pins, and I don't mean maybe, either. We are going to break our losing streak.

Ward Levere.

We have positive proof that Frankie "Dynamite" Jones, of the Inspection Bowling Team, does not have any chiropractor unwind him after match games in the Friday evening Hawk league.

Larry.

Gus Johnson, World's Greatest Cable Splicer, never misses a bowling match where any of his CONSOLIDATED buddies are rolling. He always brings his own refreshments and enough for any others who might feel low. The local Alphabet Soup may not be potent in small doses but generally by the third game Gus is cheering all eight teams with plenty of gusto. See you Friday night, Gus.

Larry.

Jim Morris, CONSOLIDATED Safety Chief, is another bowling enthusiast who never misses a bowling match. Every Friday night you can see Jim with his pipe in position behind some local team watching them sweat trying to push those ten little sticks off the alley.

Larry.

Several protests have been forwarded to the Bowling Committee because the Inspection team of the Hawk's league not only carry a coach with them but a C. P. A. as well. As he also carries the power of attorney with him, little is expected to be done about it.

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Sport News...

Victory Celebration

SO elated were the members of the Inspection Bowling Team over their Friday night victory in the Hawk League, they decided to celebrate and that they did in a not too modest manner in a nearby beer garden.

Joined by "Whitey" Dake, Doug. Basore, "Love In" Bloom, the La Jolla playboy, "Four Spades" Schuler, the Jewel City Bridge Champ, and Larry Boeing who sometimes bowls 188 and then again just 88, they proceeded to raise the roof.

The smooth notes of the music brought Schuler around to one of his playful moods and with thoughts of his front line performance with the slip horn on the old Lehigh Band he asked for a chance to do his stuff and got it.

Blume, not to be outdone by anyone grabbed the somewhat shopworn tuba, "Whitey" Dake blasted through the trumpet and everything was o.k. until Larry decided to sing in Spanish.

After the lights were turned on and the local gendarmes headed the boys for home, somebody remembered little "Whitey". Unable to find him around and having been tossed out of a place once during the evening they gave up and went home.

This incident will not reoccur this week as the team rolls against the Machine Shop. Nuf sed.

Attention, Soccer Fans

By the time this article appears in print, your own soccer team will have made its initial appearance before local fans.

The boys have been practicing for the past few weeks and the following men have been regular attenders.

From the Bench Department: Bergman, G. Grossett, R. Faltus, H. Gettel, L. W. Ridley, F. Knowles.

From the Wings: W. Grossett, G. Derwingson, A. Mitchelson.

From the Tank: Wm. Consaul.

From the Lunch Car: Earl Aase, Fred Aase, Finn Aase.

From the Hull: W. Beyer, K. Klein, J. Sloboda, J. Doig.

From Final Assembly: B. Riveley, G. Ace, A. C. Woerner, C. Sporleder, Joe Derwingson.

Argentine Inspection: Luis C. Maraca.

The first game against the local Concordia Turnverein will be in the nature of a tryout with practice. The Wings will be able to enter the South-

ern California League and give a good account of themselves.

There are, no doubt, other soccer players somewhere in the Plant. If they will get in touch with some of the players mentioned above, arrangements will be made to give them a chance to "do their stuff" and, ultimately, put the CONSOLIDATED Wings in the soccer headlines.

Scotty Doig, Hull Dept.

Basketball

CONSOLIDATED is going to have a Basketball team. Bob Coombe of the Maintenance Department issued a call for Basketball players several weeks ago. The response to this call showed that a number of men are interested in this sport as approximately fifty men turned out. There are no doubt many others who are interested. If so they may report for practice at the San Diego High School gymnasium from 7 till 8 o'clock on Monday and Wednesday evenings. No teams have been picked as yet so all positions are still wide open.

A benefit dance was given on the fifth of December to raise money for uniforms. About five hundred tickets were sold.

Tentative plans call for the forming of three teams of ten men each. One to be entered in the City League, one in the Church League, and one in the Industrial League. Plans also call for a practice game with the State College Frosh.

Due to the innate modesty of the participants in this sport CONSOLIDATOR reporters were unable to get a complete list of those turning out. However a few of those reporting for practice and their former connections, are:

Bill Larsen—San Diego State, Coach.

Paul Gaughen—C.C.C. Hdqts.

Johnny Swartz.

Lew Ladd—Mission Valley Tech.

Arnold Lindberg.

Bob Stephanson—Hoover High.

Paul Hartson—Hoover High.

Oswald Zilch—Mountain View High.

Nick Sa Gamma—Coast Electric.

Sam Galassgo—Coast Electric.

Bud Farnsworth—Army and Navy Academy.

Swede Bremberg.

Dug Basore—Duke University.

V. O. Castle, Hull Dept., 5058.



the flying years
have changed the
packaging to this



but still the gift
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and utility

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Shopping We Suggest

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- ★ Drawing Instruments
- ★ Desk Blotters
- ★ Globes



From Bible to biography thru
fiction to the children's books
—somewhere among our thou-
sands you will find just what
"they" would enjoy.

Too, your Xmas Cards may
well be chosen at the store which
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The mountain goats took their first climb up the almost perpendicular wall of El Capitan, south face of El Cajon mountain, November 21. The top (3680 ft.) was reached in about three hours, a challenge to any amateurs.

The view shows Bert Rowan and Rosey Roese hanging together on a boulder which forms the top, for fear of being blown into the canyon below. That queer expression on their faces is from eating fruit of the "Opuntia Occinellifera", prickly pear cactus to you.

After registering as CONSOLIDATED goats, in a tin box on top, the descent was made down the more gentle east face in one hour and a half.

December 26, an attempt will be made to scale San Gorgonio (Old Greyback) 11,493 ft.—highest of the San Bernardino.

The following lads have climbed nearby mountains in Southern California and Mexico (therefore are goats).

Bill Weaver, Insp.; Eric Stephen, Hull; John Hopman, Hull; Earl Wesp, Tool; Bert Rowan, Hull; Henry Roese, Hull; Emerson Roy, Tool; Sanford Curtis, Hull; Walter Felsberg, Russell Kern, Insp..

Lambs (one climb):

Kurt Klein (Dutch), Hull; Johnnie Doig, Hull.

Russell Kern, Head Ram.

On Saturday, December 5th, a number of Engineers attended the Tenth Annual Dance of the Phi Chi fraternity. The affair was held at the El Cortez Hotel. Those who attended were: Joe Fammé, Roy Brightbarth, Allan Abels, Clarence Gerber, Dick Zerbe, John Lockheed, Chuck McCabe, Bob McMullen, George Clayton, and Ed Reynolds. No. 267.

"Tony" Marino of the Hull Department had a great experience with a turkey. It seems that Marino won a turkey on a 35c chance in a drawing.

After hesitating for a few days, Tony decided the time was ripe to dispose of said gobbler. Well, the ax fell and the fun began. Tony was stumped as to defeating the turkey. First he tried plucking it dry. First experiment no success. Then he tried scalding water—result, the turkey fell apart. The boys of the Argentine pontoons are still laughing.

Schonberg, 627.

Al O'Donnell (5' 4") to "Slim" Knox (whose head is in the clouds at 6' 3 1/2") "How's the weather up there?"

Slim—"It's ceiling zero or I'm lost in a fog."

Al—"Well, don't slip on that oil and fall, it's a long way down."

No. 2998.

AASE (ACE) BROS.

Lunches, Sandwiches, Cold Drinks and Tobacco
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Traffic Regulations...

TO reduce the likelihood of aerial collisions between planes flying in bad weather or in clouds, the Bureau of Air Commerce, of the Department of Commerce, put into effect, on August 15, 1936, regulations which govern operation of airplanes along "civil airways." Routes flown regularly on schedule are designated as "civil airways" and are considered as being 50 miles wide. Except in good weather, flights may not be made along civil airways unless the airplane is equipped with a two-way radio and adequate instruments for "blind flight." The pilot must hold a non-

scheduled instrument rating, which is only issued to pilots who have demonstrated their ability to fly solely by instruments and to locate airports by means of radio while flying by instruments. The pilot must also hold at least a third-class radio telephone operator's license. Before a flight is made in bad weather along a civil airway, the pilot must submit, to traffic control officials, a flight plan which gives the time of departure, proposed cruising altitude, type of plane and equipment, and estimated flying time between stops and destination. No deviation can be made from this plan without approval by radio from proper authorities.

Planes headed east of a line true north and south are required to fly at 1000, 3000, or some odd number of thousands of feet above sea level; while planes headed west of a true north and south line fly at even altitude. In crossing a civil airway, the pilot must fly 500 feet above the alti-

tude at which the rest of the flight is being made. These regulations may appear to work an unwarranted hardship on the itinerant flyer but, when the danger and disastrous results of an airliner, carrying a large number of passengers, striking a promiscuous flyer not heeding these regulations is considered, one must agree that such regulation is necessary for safety and, already, the stimulus given to the study of instrument flying and radio navigation is apparent.

W. B. WHEATLEY.

Red Hunneman says Bill Beaver does nice work. Bill Beaver thinks so too.

Who is the young man recently transferred to the wood shop who drives the new bright green Studebaker?

Beware all San Diego girls!! Roy Smelser is going to be a widower for a few months.

For any advice for the love lorn see Emmy Roy of the Tool Room.

The efficiency of the sprinkler system was demonstrated when it checked a potential fire in the Experimental Bldg. Nov. 26 at 3 p. m. The furnace became overheated and the sprinkler was immediately on the job to check any serious fire outbreak that might have occurred.

Danny Whorten (No. 2754) of the Tube Bending Department contracted a rainbow colored orb. He claims he garnered it in a wrestling match. (With what sex, we wonder?)

Who was the clerk in the Machine Shop who was chasing down some prop wash for Bill Little?

Congratulations to F. W. Caramella (No. 928) who was recently married to Mae Petrie of Tucson, Arizona. They are at home at 4679 36th St. Bob Abels.

We have it on good authority that Gil Lance and Joe Kupka of the Wings are planning to buy a mule and go prospecting. "There's gold in them thar hills."

W. D. Halsey and G. Peyton of the Wings have recently been transferred to the Engineering Department.

Paul Varner has been taking a ribbing recently for starting on a walk at 7 o'clock one evening and not returning till noon the next day.

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If you're a Beginner, this card good for your First game FREE. - FREE Instructions. FREE Instruction Book for Beginners. Come in—don't be bashful—we will teach you how to play. Bring your friends and have a thrilling time.

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A MEMORIAL SERVICE held in the Benbough Mortuary Chapel is invariably one of flawless beauty and refinement.

The advantage of such a perfect tribute is available to all, because the cost of Benbough Service is always modest.

THE California law provides for contributions to be paid by both the employee and the employer, beginning January 1, 1936.

The employee who has contributed 45 one-hundredths of 1% of his wages in 1936, will contribute 9 tenths of 1% of his wages in 1937 and 1% of his wages in each year thereafter. The employer who has contributed 9 tenths of 1% of taxable payrolls in 1936, will contribute 1 and 8 tenths per cent in 1937, 2 and 7-tenths of 1% in 1938 and each year thereafter. At no time may the employees' rate of tax exceed 50% of the general rate required of employers. The tax applies only to employers who have employed eight or more persons within each of 20 or more weeks during the taxable year.

The employer must withhold the tax from the employees' wages and remit this sum along with his own contribution to the State.

Benefit payments under the act will not begin until January 1, 1938, and the following requirements must be met before an employee becomes eligible:

(a) Upon becoming unemployed after January 1, 1938, he must give notification of unemployment (no provision has been made as to whom shall be notified).

(b) Must be physically able to work and available for work.

(c) Benefits will be paid only for unemployment occurring after a waiting period of total unemployment of four weeks for the years 1938 and 1939. Thereafter the period will be reduced to three weeks.

(d) He must have been a resident of this State for one year immediately preceding his unemployment or must have worked in the State for 26 weeks in such year.

(e) He is not eligible for benefits in any week in which he has suitable employment, and must not have refused to accept suitable employment when offered to him; or failed to apply for suitable employment when notified by the State employment office.

(f) Ineligibility occurs because of unemployment due to trade disputes while the dispute is still in active progress.

(g) If he is a student employed only during vacation periods, he is ineligible for benefits.

The fact that an employee voluntarily quits his job affects his eligibility only to the extent that the waiting period is increased to eight weeks for the years 1938 and 1939. Thereafter, the period is reduced to six weeks.

For employment to be suitable:

By L. D. Null

California Unemployment Insurance

(1) The vacancy must not be created by a labor dispute.

(2) The wages, hours, or working conditions must not be substantially less favorable than those prevailing for similar work in the locality.

(3) The individual rights to membership in a bona fide labor organization shall not be disturbed and he shall not be coerced into joining one; and

(4) Must be the person's usual employment or that for which he is reasonably suited.

The benefits provided for an eligible person are 50% of his average weekly wage, but the sum shall not exceed \$15 or be less than \$7. Benefits will be paid

in the ratio of one week for each four weeks of employment for which contributions were made. If the employee was employed for at least 52 weeks but not more than 103 weeks for which contributions were made, he will receive 13 weeks of benefit in 12 consecutive months; if for more than 103 weeks, 20 weeks of benefit in 12 consecutive months. When a person is partially unemployed, and the amount received due to partial employment is less than the amount he would receive as benefits for total unemployment, he is entitled to partial benefits equal to the difference between the two.



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68TH CHRISTMAS

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JEWELERS AND STATIONERS FRANKLIN 4144

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DEBUT

Wreathed in smiles, our genial watchdog of the treasury, "Ray" Madison, marked November twenty-third as a red letter day. Reason, the safe arrival of Daughter Janet, weight nine and three-quarter pounds. Cigars and candy flowed freely; even ye Editor, no cigar smoker, did his duty. (We suspect the donor hoped for startling results.) To Mr. and Mrs. Madison, congratulations; to Janet, long life and happiness.

Bud Mengel is contemplating a trip over the holidays to either Frisco or Death Valley. Better stick near the crowds Bud; it's a long tow home from Death Valley.

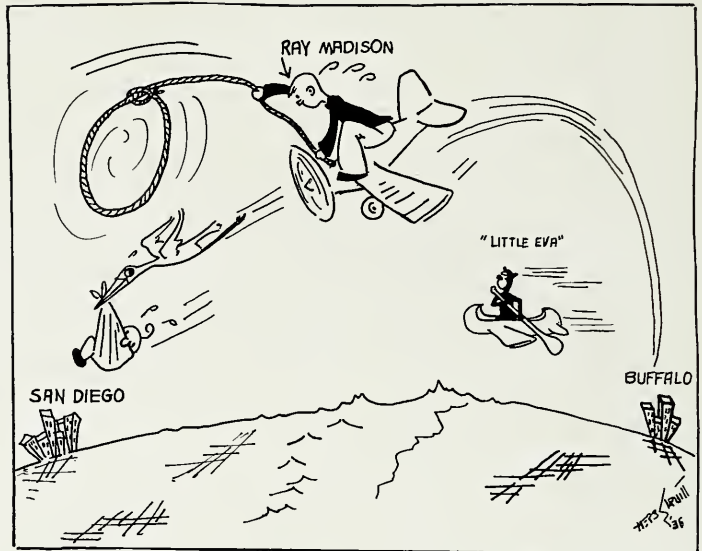
Herb Melvin, 2998.

F. K. Westphal, 4155.

Last week Fred Newcomb accused someone of substituting a sack of tomatoes for his lunch but discovered later, much to his chagrin, that he had taken the wrong sack from home.

C. B. Maupin, 852.

Doug. Brusse will motor to L. A. for Christmas visits with friends and relatives but will shun the races as he knows Santa drives reindeer but never heard of him leading a pack of nags down the home stretch.



Christmas Day will find Harold Seitz motoring to L. A. in the new Ford for a visit with friends and relatives. Saturday following they will journey with friends in two cars to Las Vegas and Boulder Dam returning Sunday to San Diego.

Von Rohr, Receiving Room Inspector, exhibited a prize-winning cocker spaniel at the recent Kennel Club Show in Balboa park. Among the employees in attendance at the show were the following:

Smythes, Inspector.

Miss Clark.

Bob Ables and Cash Stall of Accounting.

Norman Davidson of Engineering. Cash Stall.

Messrs. Roberts and Harshberger, both of Final Assembly, became inspectors on December 1. Congratulations! Cash Stall.

Al O'Donnell says he hopes Santa will turn Sheriff for a day and apprehend the culprit who put a smoked herring under his pillow.

"Tarzan" Miller says he's going to make up at Christmas for the dinner he couldn't finish on Thanksgiving Day.

Clyde Seymour will spend Christmas with relatives in National City.

What wise guy locked a clerk in his crib? Say, when the four o'clock whistle blew, the clerk made a dash for the door and almost broke his neck when it didn't open.

We admire people with ambition, but when they have so much of it they go mountain climbing on their day off—well—hats off to Russ Kerns, Bert Toman and Rose Roes. Mack McJoyner.



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Merry Christmas and Happy New Year

PEPPER AND SALT . . .

WITH THE RESERVES

Bob Stuck, A. O. M. 3/c, Bert Simmons, A. M. S. 3/c, Vincent Calder, A. W. M. 3/c, and Elmer Calder, A. M. M. 3/c, go to Long Beach every two weeks for practice in dive bombing gunnery and tactical maneuvers. They are now practicing for inspection which will be held January 20.

Ryan, No. 4140, of the Wings, reports the receipt of one boy in good condition at 5 a. m. Nov. 11th.

One of the most prized possessions of the tool room is an A. V. O. from those two demon time-keepers, R. M. Abels and G. J. Kendall. It seems as though they tried to kid Bob Lamont by ordering a square drill, and were their faces red when they found that there was such a tool.

John Alls, 1932.

Mr. Braun (No. 1317), captain of the Tool Room Bowling Team, will henceforth and forever be known as farmer Teak Cornassel. If any member of the CONSOLIDATED AIRCRAFT CORP. has a yen for a good old fashioned country dinner, he *might* get it by paying Teak a visit at his new ranch home.

Bob Abels.

We hear the company opened the lower gate so George Roundabush of the Tool Room would have more room to get to work. How about it George?

Some of the guys in the tool room want to know whether this is a shop magazine or a matrimonial paper.

Bates of the Hull Department says, "The rogue that took my fender guide—please come back sometime in the near future during working hours and take the other one as it puts my car out of balance."

Schonberg, 627.

Things happen all at once for Andy Anderson of Final Assembly. He became lead man on the "final cleanup" gang, and the owner of a new home at 4548 Copeland Avenue on the same day.

Cash Stall.

They might just as well close the duck hunting season forever as far as Bob Hyder is concerned.

Bob M., 711.

Bill Strunk of the Tank Department will trip the light fantastic up the aisle on the 19th of Christmas month. Congratulations! "Tanks a million" for the tip-off of the wedding date, Mr. Strunk! Schonberg, 627.

Oswald Bill, Oswald Cain and Oswald Boch, all of the night Wings, enjoyed a trip to Sequoia National Park on Thanksgiving.

Cash Stall.

It aint milk bottle tops or 7-Up caps that Bob Lamont (No. 1220) wants, but peanut bags.

Fred Crider of the Wood Department has taken up Dentistry as a sideline. He has been noticed working on a new set of false teeth.

Carl Goglin, 4551.

Don Lily of the Wings went duck hunting last week. He took his gun but left the firing pin at home. What, no ducks?

Carl Goglin, 4551.

Ernie Bomeman will spend a quiet Christmas with his family at home near Sunset Cliffs. After Christmas dinner with its tang of salt air he will bathe the baby.

Did anyone ever hear of a pair of deuces beating a full house. No? Well, Butterfield did.

Bob M., 711.

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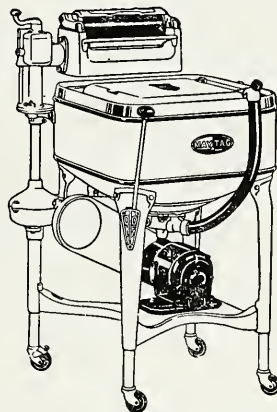
"Jenny Wren"

*Lunches
Sandwiches and
Cold Drinks*

MORNING AND NOON



Parking Lot at Employment Office



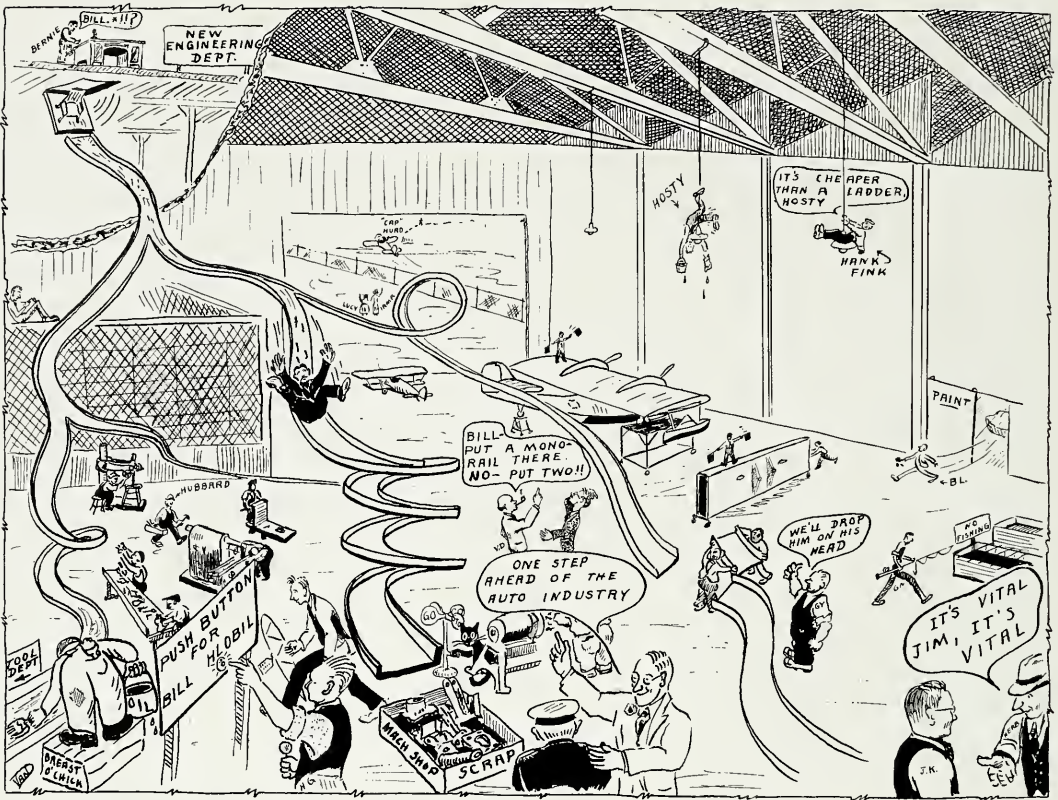
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Things we'll never forget—Bill Bowlin, Night Squawker on leading edges, trying to impersonate Joe Penner's duck.

CHRISTMAS BAZAAR



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Stars and Stripers

By Larry Boeing

THE various striping, letters, figures and color arrangements of a complete PBY-1 airplane bring forth no small amount of questions as to just what they all mean and why they are placed where they are.

Markings are of an informative nature and the sharp contrasting colors all go to help distinguish them during intersection or inter-squadron maneuvers.

Service aircraft of the United States all have the usual white star on the blue field and red circle in its center at the ends of the upper and lower wing surfaces.

The wide band around a fuselage or hull that matches in color the chevron that radiates from the center line of the upper wing, denotes an airplane assigned to a section leader and the number of the section can be determined from its color.

In the center of the upper wing between the arms of the chevron and on the side of the hull is a large numeral that denotes the number of a ship of a particular squadron. Following this numeral is a letter denoting its class and another numeral that shows its squadron number.

The empennage, or tail group, is colored in various combinations to facilitate rapid identification where two or more squadrons of the same class are operating together.

Further identification is provided by coloring the nose piece of the engine cowl. A section leader's ship has this item painted completely around to match his section colors.

The Number 2 plane has only the upper half colored and on the Number 3 plane only the lower half. In some cases, the number of the plane is also placed on this item.

The propeller blades of small airplanes are banded in blue, red, and yellow for safety and the rear faces are finished in dull black to eliminate glare when the sun strikes them during flight.

The serial number of the airplane is placed on the fin and the rudder carries another set of letters and figures that denote the type plane, and its manufacturing source and contract number. Aircraft manufacturers are all assigned a letter. CONSOLIDATED is noted by a Y.

Interpreting PBY-1 we find that the first letter denotes a patrol unit, the second that it is used for bombing purposes and the third that it was built by CONSOLIDATED AIR-

CRAFT CORPORATION. The numeral after the dash suggests that it is the first contract of this type plane awarded to this particular manufacturer.

This brings us to the last but probably the most interesting markings of all, the squadron insignia.

Some of these are carried over from World War days and all are worked out with significant detail, suggestive of some phase of the squadron's duties, the territory it operates over, or maybe some creature, real or imaginative, that the men feel should be in sympathy with them.

Several interesting designs have been adopted by the various squadrons and will be placed on the finished boats.

VP-6F squadron has a figure of a white horse with gold wings, suggestive of Pegasus of mythology fame, flying across a blue field trimmed with red.

A large gray goose flying through a grayish sky with a large yellow moon looking down distinguishes planes of VP-9 squadron.

A streak of lightning going past a totem pole suggests that some squadron will operate in waters adjacent to Alaskan territory.

All the striping and marking arrangements are ably handled by Orville Hubbard of our Finishing Department who is assisted by James Waugh and Al McRae.

They are doing all striping and insignia application by the silk screen method and all decalomania transfers are made by them in our own trim shop on especially treated imported papers.

The neat application of these items brings them more than passing notice. These boys deserve a big hand for a fine job well done.

ANNIVERSARIES

On December 17, 1903, 33 years ago, Orville Wright made the first successful airplane flight from Kitty Hawk, North Carolina, in a plane designed and built by himself and his brother, Wilbur.

On December 31, 1908, Wilbur Wright won the Michelin Trophy, in France, with a flight of 77 miles in 2 hours, 20 minutes, 23 seconds.

On December 28, 1913, M. G. Legagneux, French altitude flier, established a record when he reached an altitude of four miles.

POEM

I saw a man upon the stair,
And when I looked he wasn't there.
He wasn't there again today,
Gee, I wish he'd go away.

Mack McJoyner.

KODAKS FOR CHRISTMAS

GIVE a Kodak and give happiness—not only for Christmas Day, but for months and years to follow. Everyone—from children to older folks—enjoys a Kodak and the fine pictures it takes. And since Kodaks now work nights, pictures after dark with photo bulbs add greatly to the fun.

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"Time Stagers On"

DEAR Diary. Arrived at Tavern Hacienda at 7:05 p. m. to be greeted by a milling crowd of engineers, foremen and shopmen all of which were apparently awaiting the evening's entertainment with mingled doubt and expectation. However, in due time we were all seated and ordering drinks. Sharp, star reporter, was frantically looking for pencil and paper. Drinks finally came, resembled ice water. Knudsen was making a down-wind landing in the club's Taylor Cub.

Came the cocktail; an insidious mixture of fish and hot tomato sauce which brought ejaculations of tonsular pain from many of the party and some explosive comment from Mac Laddon, who voiced in no uncertain terms his desire for water. There be no water, everybody ordered another drink. Two down—

E. Dormoy ordered wine and received small glass, explained he wanted bottle. Bottle came and passed from hand to hand, somehow managing to keep Etienne on his feet chasing same.

Harry Campbell swatted a huge fly.

At that point, Henry Growald arose, being Master of Ceremonies, and broke in upon Gil Henry and H. Corrigan who were apparently talking shop. Quote—

"Engineers and Gentlemen—" general raspberry—"I propose a toast to—" end quote, followed toasts or "roasts" (?) to E. Dormoy, M. Laddon, B. Sheahan, H. Mandolf, E. Reynolds "skin specialist," "Fly-Killer" Harry Campbell, Bill Ring, Harry Sutton and Chuck Jones "the man who always gets his part—(?)" Dormoy replied with something about Growald and his "hot water pistol." Mac Laddon rose to congratulate all present upon the successful and prompt completion of the mock up. Mandolf's reply remains a mystery; something about "gathered with deepest sorrow—", gesticulations, "mourn passing of time killing project; the mock up." Something about E. Dormoy being "moving spirit" followed by an expression of thanks for "plywood covered walls where he could—"unconcerned ignore his conscience—" Gosh such a confession, no wonder he always looked like he had just got out of bed!

Harry Campbell at this point felt deeply moved and proposed a toast to the "forgotten men"; those who built the mock up from such sketchy engineering drawings.

Then Herman Sontag was introduced with the entree and proceeded to

narrate two stories, one something about "lower berth"—"thank you" and c— uproar.

One of the mysteries of the party was why the steaks that were ordered well done were served before the rare ones.

Lockheed always embarrassing somebody, forced me to tell a story about "pointers" and "setters". Was it applause?

At this point entered a piano accordion player who was introduced as Mae and soon had everybody singing "Pack Up Your Troubles—," "Road to Mandalay," etc. between bites.

She dedicated a song to Sontag who, chin on hand, used those "great big troublesome blue eyes" to great advantage. Lots of kidding and laughter.

Mae then excused herself. Walter Koch excused himself—and never returned.

Some one turned in a fire alarm but it turned out to be Mr. Halderman merrily puffing on his corn cob pipe.

Soon our M. of C. (Mixer of Cocktails) was again addressing the assemblage to introduce Mr. Zeno Klinker and his renowned moving picture, "History of Aviation."

More pictures were shown. Then the lights finally came on to reveal the group scattered about the table smoking complimentary cigars and carelessly balancing glasses.

Out of a milling group danced B. Sheahan and our own Mae, starting the charge of the Night Brigade.

I remember getting Dormoy onto the floor with a girl in green.

Ed Reynolds announced a drink on house. Applause.

Floor show started. Mae accompanied a pained singing waiter, some sort of song. Next came a hula dancer; noticed Carroll & Cedarwall discussing "hull" lines and "fillets" but no comments about her dancing. A ventriloquist with dummy made humorous (?) remarks about the more prominent guests.

Dancing again. Pete Carlson and Mae made some couple: both blond—

Over in a corner Bud Moerschel, H. Sutton and M. Laddon were probably telling some good ones.

Ted Hall's cold didn't seem to be improved by his liberal dosage of same with scotch and soda. m-m-Bernie Sheahan dancing with girl in green.

Growald was quite the sheik—had all of the girls going—?

About this time Sheahan, Laddon and Sutton disappeared.

Sontag stalked the P. A. microphone and soon had "Rancho Grande" echoing from the walls—the orchestra

also ran. Someone handed me same "mike"—"Hold that Tiger?"

Joe Lamme stowed his well known anchor at about 12:30.

Basil Isham spent sometime playing Skee-Ball.

Harry Sutton was trying to get a dance for some girl in a booth but when offered a dance by same girl, he hastily retreated!

Geo. Clayton started a futile stewing in an effort to get his partner to go home.

Sweet peas started flying! Reason—Bill Ring was playing flower girl with a bouquet intended to placate friend wife. Guess he did save her a few.

Time passed, as it will, and Ainslee Phillips finally got Bud Moerschel rolling in the direction of home.

Good nights and we were finally homeward bound.

Foxy keyhole! O boy—bed—damn things adrift! Oh well—the mock up is finished. R. R. Hoover, Eng., 292.

E. Sharp, Wood Shop.

Note:—Although the two reporters above did not know it they collaborated in writing this story.

We hear Bert Rowan of the Hull Department is taking up mountain climbing to keep his perfect figure.

Seaderquist.



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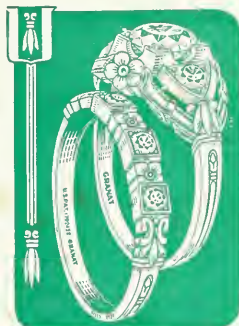
Men's Sweater Vests, 100% warm wool \$1.69
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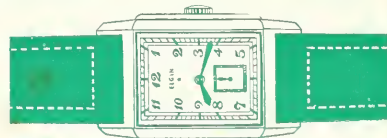
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Natural yellow gold filled small,
dainty case \$32.50
\$1.00 per
week.



Man's 17-jewel ELGIN in natural
yellow gold filled case. Dependable
and sturdy \$47.50
\$1.00 per
week.



Man's ELGIN strap watch. 17 jew-
els ... natural yellow gold filled
case. Dependable \$42.50
\$1.00 per
week.



Man's ELGIN with metal band.
Jeweled movement. Natural gold
filled case \$29.75
\$1.00 per
week.



"Friendly" CREDIT

... adds nothing to the cost of
jewelry gifts chosen at Baranov's.

COMMUNITY PLATE

Reduces all Prices

including this most wanted

35 Piece Service for 6

CONTENTS: 12 Teaspoons, 3 Serving or
Table Spoons, 6 Hollow Handle Knives, 6
Dinner Forks, 6 Salad Forks, 1 Butter Knife,
1 Sugar Spoon.



In the New Free Lyric Chest

For bride or hostess, this perfect
starting service (with salad forks)
at a new low price ... for the love-
liest Silverware of all. And we give
you the delightful chest ... warm
maple tones ... Emerald Green and
White Corduroy fittings ... tarnish
proof and fade-proof. Come in and
see for yourself.

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Fifth Avenue  at Broadway

